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CHESTER,
PENNSYLVANIA.

1889.

EDDYSTONE PRINT WORKS, EDDYSTONE.

Chester, Pa. Board of Trade
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A HISTORY OF

ITS INDUSTRIAL PROGRESS

AND

Advantages for Large Manufactures.

CHESTER,

PENNSYLVANIA.

Brief Sketches of Its Representative Business Enterprises.

COMPILED AND PUBLISHED BY DIRECTION OF THE
BOARD OF TRADE.

CHESTER, PA.
JOHN SPENCER, PRINTER AND BOOKBINDER.
1889.

SMITHSONIAN
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City Recorder, Hiram Hathaway, Jr.

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President of Common Council, John Lilley, Jr.

Clerk of Common Council, Mordecai Lewis.

Select Council.—J. W. Martin, Samuel Greenwood, W. J. Oglesby, J. Frank Black, Dr. R. P. Mercer.

President of Select Council, Samuel Greenwood.

Clerk of Select Council, George G. Jones.

City Solicitor, Orlando Harvey. City Surveyor, Edward H. Roberts. Street Commissioner, Henry W. Cullis. Building Inspector, H. A. Fairlamb. Chief of Fire Department, Andrew McClure.

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Directors—John Wetherill, W. H. Esrey, W. H. Flaville, D. W. Jefferis, M. D., H. L. Donaldson, J. R. Johnson, S. H. Seeds, L. G. James, S. Starr, M. D., John C. Price, Jonathan Grant, Josiah C. Ross.

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Introductory.

THE following publication, by authority of the Board of Trade, is issued as a result of the keen competition of other business centres of the same class for the location of new enterprises in their midst. Our aim is to show that the City of Chester has advantages second to no other city in the Union. A glance at this brief sketch will show the rapid strides made within the past few years, and through the efforts of our present live Board of Trade, and the spirit for public improvement evinced by our citizens, there is no reason why our progress should not be more rapid in the future.

HOTEL CAMBRIDGE, S. H. LEWIS, PROPRIETOR.

THE CITY OF CHESTER.

THE City of Chester is located on the west bank of the Delaware river, distant from Philadelphia from the site of the ancient Court House at Front and Market streets, measured along the old Philadelphia and Baltimore more post road, to the City Hall, Chester, fifteen miles. By railway, from station to station, the distance is twelve, and by the river a fraction over eighteen miles. The difference by the latter course is due to the great Horse-shoe Bend in the Delaware, near the mouth of the Schuylkill.

The width of the river in front of Chester, according to McClure's Survey, is 6600 feet, or nearly one and a quarter miles, while the average depth of water is over seventeen feet. During the war of 1812 many of the United States vessels of war were rendezvoused at Chester during the winter seasons, and in 1825, at the time when the proposition of the State of Pennsylvania to cede the upper and lower piers to the national government was under consideration, it was urged by Commodore David Porter and other prominent naval officers acquainted with the locality, that Chester was the only point on the river where a seventy-four gun frigate could lie at the wharf and receive her armament without the use of cranes. The comparative freedom from ice in the river in the winter season, during the early part of the century, when Philadelphia was the commercial centre of the nation, caused much of the shipping at that time, bound for the former city, to take shelter at Chester, the ice which banked in the Horse Shoe rendering further progress impossible for weeks together.

It goes unquestioned the deepest water on the Delaware river is that lying in front of the City of Chester, the Borough of South Chester, and Marcus Hook, in all a distance of nearly five miles.

Hon. John M. Broomall, whose statement is of the highest authority, declares that "the line of highlands on which the highest portion of West Philadelphia is located, recedes from the shore line, and running nearly straight along the island limits of the Tinicum meadows, approaches the river about a mile above Chester. At this point the meadow lands narrows to a mere strip, and gradually disappears altogether on the approach to the town. The site of Chester is as high above tidewater as that of West Philadelphia."

At frequent intervals along this ridge from Philadelphia to Chester, and below to the Delaware State line, are dotted beautiful villas and cottages of prominent men in business and professional pursuits, while at Ridley and Prospect Park, Norwood, Crum Lynne, Glen Olden, Moores, Sharon Hill and Darby, are clusters of numerous handsome houses, constructed in the diversified and ornate style of architecture, which is one of the noticeable outgrowths of the American Centennial of 1876.

AREA AND POPULATION.

The City of Chester extends along the Delaware river from Ridley creek on the east to Lamokin Run on the west, a distance of two miles, and stretches back from the river in width, varying from one to two and a quarter miles; the increase occurring at that part of the city was formerly the Borough of North Chester, which municipality has within the past year become annexed to and is part of the city proper. To the southwest is the Borough of South Chester, divided from the city by Lamokin Run, a stream so insignificant that a little child can leap across it at its widest part, and so imaginary is the boundary that many of the residents of the two places do not know where the city ceases and the borough begins. To the northwest, and immediately adjoining, lies Upland, a busy manufacturing suburb of Chester. According to the census of

1880 the population within the districts mentioned was over twenty-two thousand persons, but the growth and development of the city and its suburbs has been so marked, that, basing the estimate upon the canvas made recently for a city directory, and upon the votes polled at State and Presidential elections, a careful calculation indicates that the population of the territory alluded to is not less than thirty thousand people.

The territory in which the Board of Trade is interested, and whose welfare is sought by them, lies along the shore of the Delaware river, a distance of 16 miles southwest from Philadelphia, and extends along the river in the same direction for four miles, reaching back from the river about 1½ miles, and covers an area of about six square miles, embracing within its limits the City of Chester, Borough of South Chester and Upland, and parts of the townships of Ridley and Lower Chichester. More than three-fourths of the river front is now occupied by manufactories of iron, steel rails, iron plates for ships, edge tools, cotton and woolen goods, ship yards, print works, chemical works, &c. There are still a few choice sites for manufactories, which, however, in the ordinary course of affairs, cannot remain long unoccupied. Within these limits there are upwards of 6000 dwellings, classified as follows: Brick, 4419; Stone, 347; Frame, 1587. It will be noticed in this classification that more than three-fourths of the whole number are built of fire-proof material. and as the number of brick houses being built greatly exceeds the number of those being built of other material, this proportion will constantly increase.

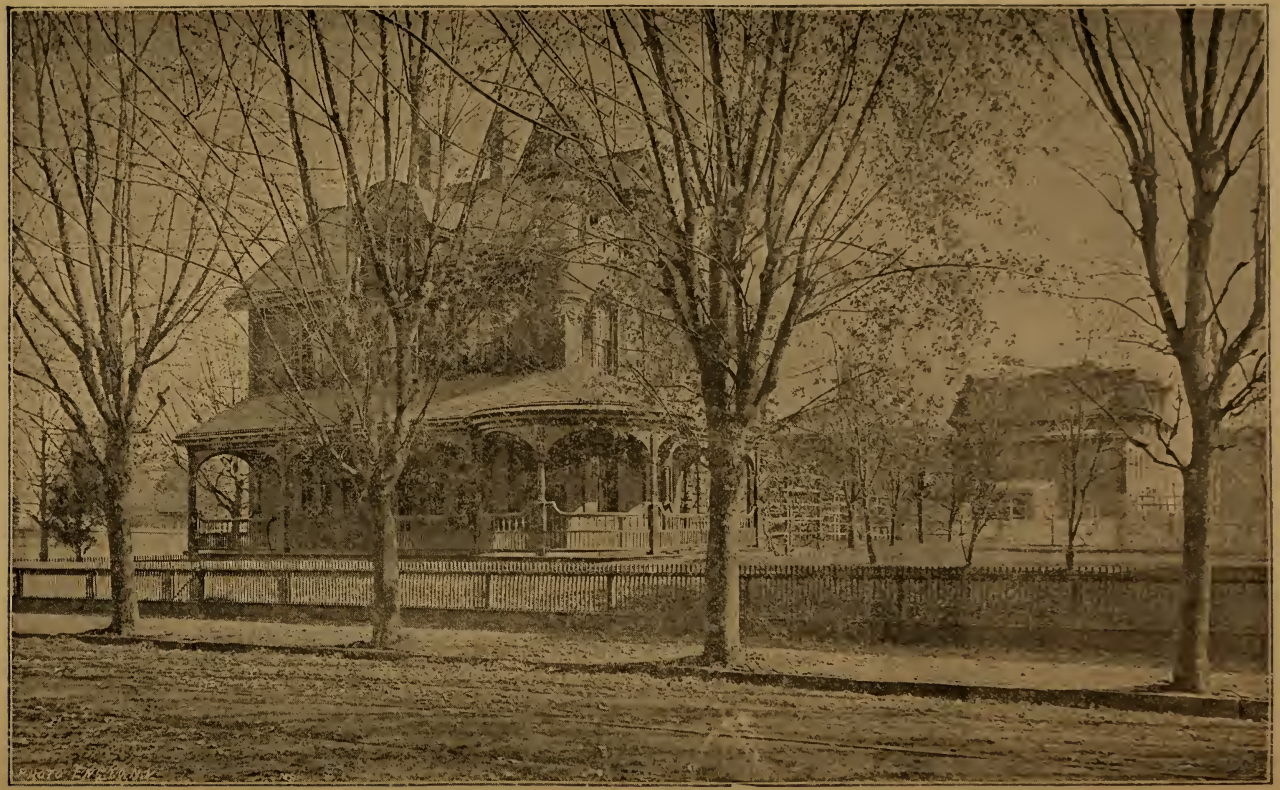
"YE OLDEN TOWNE."

Chester is the oldest town in Pennsylvania, the first permanent lodgment of Europeans being made here about 1644, when its site was occupied and cultivated as a tobacco plantation by farm servants of the Swedish company, under whose authority and supervision the settlements along the Delaware were made.

It was here that the most important acts of government were for the first time exercised in the commonwealth, and for

almost forty years Upland (now Chester) was the most prominent place within its borders. It was here that the first court is known to have been held, and in its records is the first mention in the history of Pennsylvania of many of the well recognized common law usages with which, we are taught, so much of the liberty of the citizen is connected. Here was empanelled the first grand and petit jury in our State annals, the first application for divorce, the first order for the filing of an administrator's account, the first proceeding in lunacy and order for the construction of the first asylum for the insane, and other matters of like importance.

After the English had acquired jurisdiction over the territory, Upland and New Castle were the two important settlements on the west bank of the Delaware river, both of them being thriving towns where courts were held at regular intervals. In 1681, after William Penn had received his charter to the territory now comprising the great State bearing his name, his deputy governor, Captain Markham, organized the proprietory government at Chester, then known as Upland, and it was here in the latter part of the same year occurred the interview between Lord Baltimore and Markham regarding the disputed boundary lines between Maryland and Pennsylvania. At that time Upland was a place of much importance, for it was then a village of "a local habitation and a name," and the attention of English and Welch friends—then considering the advisability of emigrating to the New World to seek an untrammeled exercise of religious freedom—was directed particularly to this place, and imagination doubtless added largely to the fancied attractions of the little settlements in the western wilds, which must have been cruelly dispelled when the hardships and privations of life in the New World became a stern reality. It was the only place in the province known to English shipowners, and consequently as the destination of the vessels was this port, many of the emigrants landed here, and several ships often rode at anchor off the hamlet. The water was so deep along the western shore that the vessels could approach so closely to land that the trees would often brush their uppe rigging.



RESIDENCE OF F. W. ROBINSON, FIFTH AND MADISON.

On October 28th, (old style) 1862, William Penn landed at Upland, and the historical evidences tend strongly to the conclusion that it was the Proprietory's intention to establish the capitol city of his colony at Chester, but that the controversy with Lord Baltimore—which was maintained for nearly a century between the heirs of Penn and the Lords Baltimore—finally influenced him to abandon that purpose. On December 4th, 1682, the first Province Assembly was held here, and in three days seventy laws were enacted, "comprising an efficient code for the government of a political society."

The founding of Philadelphia and the importance given to it by Penn, was disastrous to the fortunes of Chester, for although he gave it a borough charter in 1701, granting important privileges, the place grew slowly.

In 1708 the town is mentioned by Oldmixon as containing 100 houses, and in 1753 an ancient letter states that "Chester, Bristol and Newtown, have long been at a stand," which was unquestionably a fair representation of the fact, for as late as 1836 it is recorded that it contained about 140 dwellings.

During the Revolutionary War Chester was designated as one of the stations where boats for the State were to be built, and tradition states that a gunboat was built upon the banks of the creek since known as Ship creek, so that it might be hidden from the view of any English man-of-war ascending the river, and after it was launched it was found that the vessel was a foot or so wider than the passage-way between the abutments of the King's bridge at the present Third street. Since that time Ship creek has dwindled to a mere rivulet, but the ship-building industries of Chester have become world-renowned.

The little hamlet grew very slowly, most of the houses being those which had been erected in the eighteenth century, with occasionally a new one added, but so seldom did this happen that years elapsed between the building of one house and that which succeeded it. Chester was the shire town of Delaware county since its erection in 1789 until 1851, when, under the act of 1847, providing for the establishment of the county seat at a more central location, the court records were removed to

Media. The inhabitants of Chester for nearly a century had subsisted in a great measure on the county offices, the legal business consequent upon the location of the courts here, and the incidental employments thereby occasioned, that many persons believed the change of county seat would be a fatal blow to the town, and that it must dwindle in population and business. But unknown to the masses the dawn of better days was at hand.

PIONEER MANUFACTURERS.

In 1845 John P. Crozer had purchased the site of the ancient Chester mills—the first mills erected in Pennsylvania under Penn's government—which he named Upland, and erected a large cotton factory; and five years prior to that James Campbell had located at Leiperville, the present Crum Lynne, where he had changed an old bark mill into a cotton factory. Both of these enterprises had proved successful, and a thoughtful few saw that if the energies of the people, considering the peculiar fitness of the place for the business, could be directed towards the establishment of manufacturing industries, Chester would shortly become a place of considerable importance.

With this idea in view, early in 1850 the now venerable John Larkin, Jr., purchased eighty-three acres of land, comprising now much of the built up portion of the Second ward, and Hon. John M. Broomall fifty acres south of Chester creek, what is now included in Fourth ward. Streets were laid out, dwellings erected, manufacturing establishments induced to locate at Chester, and lots sold on easy terms. The movement thus organized resulted in less than ten years in increasing the population three-fold; in twenty years six-fold, and in thirty years nine fold, and to-day it is nearly fourteen-fold what it was in 1850. It should be remembered that in that period Upland has grown to a village, containing over three thousand population, while South Chester, which is an outgrowth of Chester proper, from being nearly farm lands in 1864, has grown into a municipality containing thousands of dwellings, a score or more of large manufacturing establishments, and a careful estimate places its inhabitants at seven thousand persons.

By Act of Assembly, February 13, 1866, Chester was incorporated as a city, with the municipal authority placed in a Mayor, Council, and other necessary officials.

FOOD SUPPLIES.

No city of any size in the country is better situated as regards the supply of food products. The Delaware teems with a great variety of fish, in almost inexhaustible quantities. Delaware shad—no need to praise *them*—oysters from the Chesapeake, Jersey melons and cantaloupes, peaches from Delaware and Maryland, together with an infinite variety of vegetables from Pennsylvania's truck patch—Jersey, besides what our own fertile county produces—all these are abundantly supplied to our citizens. Delaware county dairies have a national reputation, and the White House has long been supplied with butter by one of its leading dairymen.

A CITY OF HOMES.

If anything was needed to substantiate the fact that Chester is inhabited by an industrious and enterprising people, the mere statement that a round dozen of building associations are in active operation would be sufficient. It is a city of homes. This is one reason why our comparatively small police force is sufficient for the public safety. The buildings are nearly all of brick, the erection of frame buildings within fire limits being prohibited by city ordinance. The dwellings of the working classes contain from six to ten rooms, in many instances being supplied with modern conveniences.

LEADING INDUSTRIES.

While the cotton and woolen industry leads in the value of its productions—about thirty mills being engaged in making fabrics of various kinds—those of oil, steel, shipbuilding, boiler and engine building are very important. Beside these there are a large number of other enterprises in successful operation, such as the manufacture of dyewood extracts, edge tools, mill supplies, lubricating oils, brass castings, leather belting, etc.

TRANSPORTATION.

Chester has unusually good facilities for the shipment of merchandise. Three competing railroads and the river lines afford ample accommodation for the rapid and safe conveyance of the products of our factories. Large steamships carry the raw material and the finished productions of our dyewood, steel, and oil works directly to and from our city to foreign countries. Two express companies, and numerous messengers who daily transact business in Philadelphia for Chester merchants, also facilitate commercial intercourse.

TRADE CENTERS QUICKLY REACHED.

The proximity and ease of communication with the commercial centers of the country should not be overlooked. New York can be reached in three hours, Boston in nine, Baltimore in two and a-half, Washington in three, and Philadelphia, fourteen miles distant, in seventeen minutes. The passenger service of the Philadelphia, Wilmington & Baltimore Railroad and Baltimore & Ohio Railroad is not excelled between Chester and the points named by any other roads in the country. They have the finest road-bed, the most superb rolling stock, and the fastest trains of any road.

SUMMARY.

Chester presents advantages that should be well considered by every intending investor in manufacturing enterprises. There is plenty of ground suitable for manufacturing sites, and the facilities for receiving and dispatching goods are first-class. Legitimate enterprises will always find a warm welcome from our people, and ample capital is constantly ready for investment. The stock of our main industries is largely held by our own citizens, and we doubt not they will always be ready to forward the interests of Chester by subscribing liberally toward the establishment of any enterprise that promises a fair return, and gives employment to our mechanics.

Nor could any business man or corporation, seeking a place to start an industry, find one with greater attractions. With labor and material so reasonable in cost, with unexcelled facili-

VIEW I.—DELAWARE RIVER IRON SHIP BUILDING AND ENGINE WORKS.

ties for shipment by rail and water, with a low tax rate, considering the rapid strides in municipal improvements, with telephone communication with all the surrounding cities and towns, with ample telegraph facilities, and with the great trade marts easily and quickly accessible, Chester is *the* place for new manufactures.

Chester owes her importance in the commercial world entirely to her manufactures. The shipyard of the late John Roach has given the city a world-wide celebrity, and the Eddystone Print Works, the Chester Oil Works, Chester Rolling Mill, and the dyeworks of J. M. Sharpless & Co., with our vast cotton and woolen plants, and machine shops, have also done much to spread our fame as a busy, enterprising town.

We are not content with our present rate of growth, rapid as it certainly has been of recent years. We would like to see two factories where there now is one; to have every branch of manufactures represented; to see our splendid river front —unsurpassed by that of any seaboard city—one unbroken line of mills and factories; to have the banks of our broad creeks resound with the rattle of the spindle and the loom.

MANUFACTURES.

THE best argument that can be produced to prove that Chester is a suitable place to manufacture cotton and woolen goods, is to point to its numerous and prosperous industries engaged in producing yarn and fabrics.

COTTON AND WOOL.

The first factory in Chester proper was established in 1850, by James Campbell, on Fourth street, west of Market. Fifty looms, driven by a ten-horse power engine, comprised the machinery employed, the starting of which was witnessed by a large number of the residents of the then quiet borough.

This first venture proved so successful that others followed, until now Chester's thrifty textile manufacturers are sending their products to every quarter of this fair land.

This small venture was but the forerunner of the many that have year by year sprung up, until now Chester's cotton and woolen factories number 29, giving employment to 4,062 hands, operating 171,742 spindles, 3211 looms, and 325 cards. The amount of capital invested in these industries is $3,826,000, and the wages annually paid amount to $1,569,882. These figures are not merely guessed at, but are carefully compiled from the different establishments, of which space will admit of but a brief mention, as follows:

ARASAPHA MILLS.—Operated by the Arasapha Mfg. Co. Products, tickings, denims, stripes, &c. Capacity, 80,000 yards per week.

VIEW 2.—DELAWARE RIVER IRON SHIP BUILDING AND ENGINE WORKS.

LAMOKIN MILLS.—Lilley & Son Manufacturing Company, proprietors. Products, cotton and woolen jeans, doeskins, and yarns. Capacity, 25,000 yards per week.

CHESTER WASTE CO.—Cotton and woolen waste.

LINCOLN MFG. CO.—Product, cotton yarns. Capacity, 12,000 pounds per week.

MOHAWK MILLS.—Robert Hall & Son, proprietors. Products, ginghams and woolen yarns.

PATTERSON MILLS.—Operated by Patterson Mills Company. Product, cotton fabrics. Capacity, 100,000 yards per week.

CHESTER DOCK MILLS.—J. Wm. Lewis & Co., proprietors. Products, cotton dress goods and shirtings, and yarns. Capacity, 90,000 yards of cloth and 15,000 pounds of yarn per week. This firm operates also the Edgmont Mill. Products, cotton yarns. Capacity, 28,000 pounds per month.

POWHATTAN MILLS.—Shaw, Esrey & Co., Limited, owners. Mill No 1—Products, woolen jeans and doeskins. Mill No. 2—Products, cotton and woolen jeans. Mill No. 3—Products, woolen doeskins, cashmeretts, and cassimeres. The yearly production of the three mills is about 2,500,000 yards.

RIVER MILL.—Operated by the South Chester Mfg. Co. Products, tickings, cheviots, and jeans. Capacity, 36,000 yards weekly.

VICTORIA MILLS.—Products, woolen cassimeres and cloakings. Capacity, 1800 yards of double width goods weekly.

YEADON MILLS.—G. P. Denis, proprietor. Product, fancy woolen cassimeres. Capacity, 3250 yards weekly.

D. TRAINER & SONS MFG. CO.—No. 2 Mill—Products, tickings, denims and stripes. No. 3 Mill—Products, fine cotton yarns. Capacity, 3000 pounds weekly.

J. P. CROZER'S SONS' MILLS, UPLAND.—Mills Nos. 1 and 3. Products, cotton plaids, stripes, and checks. Capacity, 82 cases of goods weekly.

S. A. CROZER & SON, UPLAND.—Known as No. 2 Mill. Products, cotton stripes, plaids and checks.

S. A. CROZER & SON, CHESTER.—Product, cotton warp yarns. Capacity, 12,000 pounds of yarn weekly.

MAGNOLIA MILLS.—Joseph Byram, Sr., proprietor. Products, cotton and woolen jeans, and cassimeres. Capacity, 15,000 yards weekly.

DALEY & MESSICK.—Product, worsted yarns.

CHESTER WORSTED MILLS.—Product, worsted yarns.

CHESTER MFG. CO.—Product, damask fabrics.

JAMES BOWERS' SONS.—Product, shoddy wool.

WALWORTH & SONS, UPLAND.—Shoddies.

LAW & DEVENEY.—Product, cotton yarns.

AUVERGNE MILLS.—Operated by Norris L. Yarnall & Sons. Products, cotton and woolen jeans. Capacity, 20,000 yards per week.

CENTENNIAL MILLS.—James B. Cotton, proprietor. Product, cotton yarns. Capacity, 7,000 pounds weekly.

GARFIELD MILLS.—Product, cotton yarns. Capacity, 5,300 pounds weekly.

EDDYSTONE PRINT WORKS.—Operated by the Eddystone Mfg. Co., Limited. Product, cotton prints. Capacity, 1,125,000 yards weekly.

IRVING & LEIPER MFG. CO.—Product, cotton yarn. Capacity, 2,000 pounds.

IRVINGTON MILLS.—James Irving & Son, proprietors. Products, woolen doeskins and tweeds.

ILLUMINATING AND LUBRICATING OILS.

The manufacture of burning and lubricating oils has grown to be one of the most important industries here. The Chester Oil Company is located on the river front, and covers several blocks with their refineries, and workshops for coopering the barrels and manufacture of cans and cases for shipping. The extensive docks and piers are constantly filled with vessels bound for foreign ports, for from this point the Chester burning oil is sent to all parts of the globe.

Everything is worked on the most approved system; neither time, labor, nor strength is wasted. Power and gravity are both used to relieve the body of strain in the passage of barrels and cases, and manual effort is never put forth when natural force serves the purpose. This establishment employs

400 men and boys, and pays in wages $195,530 per year, shipping 317,760 barrels and 2,073,452 cans, aggregating in value $2,401,906.

It consumes 763,764 barrels of crude oil per annum, and the box factory attached to the works makes 1,036,726 boxes, using therefore 10,367,260 feet of lumber. The tin cases made for the shipment of oil consumes 5,183 tons of tin plate per annum, and the daily consumption of tin amounts to over $1,000. In 1887 the Company paid in duties on tin plate, lead, nails, lumber, etc., about $100,000.

The Seaboard Oil Co., the Delaware Oil Company, the the Pennsylvania and Delaware Oil Company are engaged in the manufacture of lubricants. These also employ a large force of men, and pay a goodly sum in wages.

ROACH'S SHIPYARD.

No sketch of Chester, however brief, would be complete without mention of the great iron shipbuilding works of The Delaware River Iron Ship Building and Engine Works, founded by the late John Roach, and now conducted by his son, John B. Roach.

The yard extends along the river front a distance of 1200 feet, with a tract of several acres on the north side of Front street, near the lower end of the yard, on which is located the joiner shop. The yard and its annexes cover an area of over thirty-two acres. The offices and draughting rooms consist of a substantial three-story brick building 43x44 feet.

The array of buildings of different shapes, lengths and heights—the foundry being one hundred and eleven by one hundred feet—the punch shed, blacksmith shops, boiler shops, machine shops, polishing shop, watchmen's cozy houses, stables, and numerous other structures; the myriads of workmen flitting from point to point; the herds of horses and mules doing their allotted work in the various winding avenues; the massive vessels upon the ways and at the docks; all these combine to give the place the appearance of a thriving, bustling city within itself.

During the seventeen years that the yard has been under the

management of the Messrs. Roach, many millions of dollars have been paid out in wages, and in that time vessels have been built not only for the U. S. Government, but for the Oregon Steamship Company, of California; the Old Dominion Line, of New York; the Ocean Steamship Company, of Savannah; the Brazilian Mail Steamship Company, the Mallory Line, the Pacific Mail Steamship Line, and many others.

The largest vessels ever built in this country were finished in 1874, and were the City of Pekin and the City of Tokio, each 5,079 tons burthen, and 423 feet in length, built for the Pacific Mail Steamship Company. There was paid in wages alone up to 1885—a period of thirteen years—the sum of $6,852,944.00.

No shipyard in the world is more favorably situated, nor so well fitted with all the appliances for the various classes of work done. The most skilled workmen are employed, and the highest order of discipline is maintained. So widely has the fame of the yard extended, that no stranger who visits Chester dreams of leaving it without first paying a visit to this great shipbuilding plant.

The old-time prosperity of the yard, when 1500 hands were employed, is likely to be rivalled during the present year. Six large vessels have already been contracted for, and there is good reason for believing that the Delaware River Iron Shipbuilding and Engine Works have a long season of great activity before them.

THE EDDYSTONE PRINT WORKS.

The Eddystone Print Works were established at their present location in 1873, and commenced operations in 1874. The works were originally operated at the Falls of Schuylkill for a period of forty years previous to moving to Delaware County, but on account of the extension of Fairmount Park, the City of Philadelphia purchased the works from the Messrs. Simpson for the improvement of the Park.

The works at the present time cover an area of twenty acres, and consist of twenty separate buildings for bleaching, printing, and dyeing of cotton cloths. They have a capacity of sixty millions (60,000,000) yards of finished goods per

ROBERT WETHERILL & CO., SIXTH AND UPLAND STREETS.

annum. The quantity of unbleached cotton cloth used each day is 120 bales of 40 pieces each.

To furnish power for the works there are thirty steam boilers, aggregating 3200 horse-power, and consume 40,000 tons of coal annually. These boilers furnish steam to engines ranging from two to two hundred and fifty horse-power each. Water is supplied by two Wetherill Pumping Engines, of 5,000,000 gallons capacity. These run night and day, and are taxed to their fullest capacity. The number of hands required to operate the works is 700.

ROBERT WETHERILL & CO.

This industrial establishment was organized January 1st, 1872, for the manufacture of Corliss engines, heavy machinery, boilers, and steam power appliances, and at the present time the magnitude of the works, and the appointments, rank with the most noted manufacturing enterprises of the kind in America. The plant is made up of the following departments:

Two-story building, consisting of business office and drawing room, 64 ft. 4 in. front, by 32 ft. wide.

Two machine shops, two stories high. One shop 55 ft. front by 202 ft. in depth, and one 64 ft. wide by 137 ft. 6 in. deep.

Foundry, 123 ft. in depth; total width with wing, 127 ft.

Casting cleaning house, and carpenter shop, two stories, 36 ft. wide, by 90 ft. 6 in. long.

Pattern store house, three stories high, 42 ft. wide by 119 ft. in depth.

Boiler shop, 55 ft. wide by 172 ft. in depth.

Blacksmith shop, 36 ft. wide by 52 ft. long.

Store-house, two stories, 36 ft. wide by 70 ft. in depth.

The principal trade is within the United States. Their engines have been sent to every State in the Union, also to Canada, Cuba, Mexico, and China.

They have recently completed a number of steam power plants for manufacturing industries in this country, reducing the consumption of coal to one-half the amount previously used; also three cable road plants for Philadelphia, Pennsyl-

vania, three in Chicago, Illinois, three in Pittsburgh, Pennsylvania, and one in Denver, Colorado.

They have a full corps of competent engineers, and their works are well equipped with the best modern machine tools, and special appliances, and have tools and facilities for handling the work, enabling them to build the heaviest class of machinery, and Corliss engines up to 3,000 horse-power.

TIDEWATER STEEL WORKS.

Another large concern is the Tidewater Steel Works, whose plant is located on the Delaware, and occupies about a dozen acres of ground. The Company was incorporated in 1880, with a paid-up capital of $250,000. The principal articles of manufacture are steel rails, railroad fastenings, bar iron, angles, and shapes, both iron and steel. In 1887 this Company made steel rails from imported blooms, importing 40,905 tons, valued at $1,175,000, upon which duties were paid at the Custom House amounting to $300,990. The usual product of the mill is manufactured from domestic raw material. When running to their full capacity, the works employ about 200 men. Owing to the splendid wharf facilities the large ocean steamships which bring the blooms are enabled to discharge their cargoes directly at the works.

STANDARD STEEL CASTING COMPANY.

The Standard Steel Casting Company was incorporated in 1883 by the Commonwealth of Pennsylvania. The works are located at Thurlow, Pennsylvania, on the Philadelphia, Wilmington & Baltimore Railroad, two miles south of Chester, Pennsylvania, comprising several large buildings, open-hearth steel plant, Siemen-Martin process, with a melting capacity of thirty tons per day; foundry buildings for making moulds and castings, also drying and annealing ovens, pattern shops, pattern storehouses, machine shops, etc. They now employ 250 men in the production of steel castings of countless different shapes, for all kinds of machinery, locomotive, marine and stationary engines; bridge materials and rolling mill castings; requisite shapes for building ships of war and of commerce, such as

OFFICE AND WORKS OF THE STANDARD STEEL CASTING COMPANY, THURLOW.

stems, stern post, rudder frames, struts, and stern tubes; ordnance and fortification work. There has been considerable of the Standard steel used in the construction of the cruisers now being built for the United States Government.

The use of steel in the construction of large engines and machinery, and for large castings generally, is of recent origin. It is only within a few years that an attempt has been made to utilize steel for large castings, on account of the shrinkage and other difficulties to make them solid, which has been successfully overcome by the Standard Steel Casting Company. They are well known for the superior quality of their steel castings, of all dimensions and shapes, which have shown wonderful results in the way of tensile strength and ductility.

CHESTER ROLLING MILLS.

The Chester Rolling Mill Company was incorporated in 1874, with a capital of $300,000, which has since been increased to $600,000. The plant consists of the rolling mill, blast furnace and accompanying buildings and steel works, and there are now in course of erection additional buildings costing $250,000, for the manufacture of steel blooms, heretofore imported. When completed, the entire works will employ a thousand hands. In 1887 this Company imported 50,000 tons of iron ore, upon which they paid a duty of $37,500. The steel for the first four Government cruisers was furnished by these works, and successfully passed the exacting tests of naval experts. The mills are located upon the banks of the Delaware, covering about thirty acres of ground, and have unsurpassed facilities for shipping both by rail and water. The late John Roach was the first president of the Company. S. A. Crozer succeeded him, and C. B. Houston is general manager.

J. M. SHARPLESS & COMPANY—DYE STUFFS.

The dye works of J. M. Sharpless & Co. were established at Waterville, this county, in 1835, and removed to their present location, at the foot of Howell Street, on the Delaware, in 1881, at which time about 18 or 20 hands were employed. The works have since been greatly enlarged (in 1885), and the business has so increased that at the present time 90 men are

required to operate it. Logwood, Fustic, and several other dyewoods are imported to the amount of 8,000 tons yearly, and the annual product of the works is valued at $300,000. Of the dye stuffs exported Germany and England receivc the bulk, while Russia, China and Japan buy in smaller quantities. Shipments are also made to the Pacific coast. The wharfage is excellent, and the large number of vessels engaged in the carrying trade can receive and discharge their cargoes with the utmost despatch. The value of this large plant is $100,000.

CHESTER FOUNDERY AND MACHINE COMPANY.

The works of this Company are situated in that part of Chester called "Penn Landing." The stone marking the spot where William Penn, the founder of Pennsylvania, first landed, is directly opposite the works. The plant is bounded by Penn and Front streets, Concord avenue, (on tracks of Philadelphia & Reading R. R.) and Delaware river front. The lot on which the buildings are situated contains over four and one-half acres, and 400 feet of it front on the Delaware river.

The Company was organized Sept. 24th, 1886. The present officers are H. B. Black, President; Theo. W. Stone, Secretary; and Lewis Miller, General Manager. The main buildings consist of a substantial brick machine shop, blacksmith shop, and foundry. The machine shop is designed to be 400 feet long by 80 feet wide, one-half, or 200 feet, on the colonnade plan, with centre 40 feet by 200, 35 feet rise, the two side wings 20 feet by 200, 16 feet rise; the other 200 feet, three stories high, making 64,000 feet of floor surface. Covering the centre space is a twenty-ton Morgan traveling crane, with 35 feet lift. Railroad tracks extend into this part of the machine shop, so that all material can be unloaded and loaded very quickly by the aid of the overhead crane.

The blacksmith shop is designed to be 40 feet wide by 100 feet long, with 16 feet rise, and is equipped with forges and Bement & Miles steam hammer, enabling them to do all kinds of heavy or light forging. The foundry building is 125 feet long by 100 feet wide, built on the colonnade plan, with centre space 50 feet span, by 45 feet rise; the two side wings 25

WORKS OF THE CHESTER FOUNDERY AND MACHINE COMPANY, FRONT AND PENN.

feet wide by 125 feet long, containing 12,500 feet floor surface. The foundry is equipped with all the latest improvements known to the trade, amongst them two Colliau cupolas of 14 tons capacity per hour, each cupola having its own Patent Baker Blower. The capacity for melting iron is 50 tons, with a possibility of 60 tons. At present the foundery has two twenty-ton jib cranes, and one overhead Morgan traveling crane, of 25 tons capacity, with a lift of thirty-five feet. Castings weighing four pieces to the pound up to twenty tons each, have been made, and if required a thirty-ton casting could be cast and moved with the same ease as one of four or five tons. This foundery is especially adapted for making loam casings of any required size or shape, and is now largely engaged in making such castings for other shops. A branch of the railroad tracks extend into the stock-yard, and also passes over a Fairbanks railway track scale. With the advantage of the river front, (where the largest ships can land) and the railroad connections, the works possess shipping facilities unsurpassed.

The works were originally designed for two special classes of work, one branch for the heaviest kind and the other for the lightest. The department for the heavy work was fitted up for the building of the Lewis Miller's patent steam and hydraulic cotton compress, which is the most massive machine built in this country; a complete machine (from the largest patterns) weighs 500,000 pounds, requiring the largest kind of machinery to build them. The other branch, for the light work. was put in to build the three cylinder Brotherhood's patent high speed engine. This requiring the finest and small machinery. It thus follows that scarcely any kind of work in the line of machinery could offer that this Company are not prepared to build, without any addition or change of machinery.

In addition to the two special classes of machinery named, they build the Corliss engine, with all the latest improvements; all kinds of heavy machinery for rolling mills, cotton and woollen factories, saw mills and pumping purposes. They also build the Chester water engine, especially adapted for draining mines and quarries.

The Company is also prepared to furnish complete drawings and specifications for all kinds of machinery, and plants for manufacturers of every description, with estimates of cost for same.

EDGE TOOLS.

The firm of H. B. Black & Co., manufacturers of the celebrated Beatty edge tools, is located on Second Street, west of Market, and on the river front, and possesses a plant worth $50,000. The works were established more than three-quarters of a century ago, on a tributary of Ridley Creek, and the manfactory is still under the supervision of descendants of the original founder. The value of the out-put is $60,000; 44 men are employed, and the annual wage roll amounts to $25,000. The old stamps of Wm. Beatty & Son are still used, and the goods have a world-wide reputation for reliability.

SASH AND PLANING MILLS.

This business has been constantly increased since the days when Lewis Thatcher commenced operation at the foot of Concord Avenue. The rapid increase of buildings made a demand for the ware of the mills, and the mills came to meet the demand. Morton, Black & Son, J. H. Stroud & Co., Miller Cox, and H. M. Hinkson supply this section with sashes, doors, blinds, etc. Seventy-eight men are employed, $48,250 are paid in wages, and 2,800,000 feet of lumber used. These mills turn out a fine quality of work, much of which is hard wood. The plants are valued at over $100,000.

BUILDINGS WITH POWER.

One of the wants of a growing city like ours is a large building, so divided into rooms and supplied with power, as to furnish opportunities to persons of small means to start in business. Such buildings would pay their projectors a good interest, besides adding to the variety and number of our industries. There are many branches of trade that might be introduced into Chester, not only for the general good, but for the special convenience of our trades people. Take the one branch of file-cutting and re-cutting—this branch would soon find a

H. B. BIRTWELL, MACHINERY AND METALS, NO. 130 EAST SIXTH STREET.

reliable business if in the hands of a live and energetic party. Again, the business of brass finishing, polishing, silver and nickel-plating, while it would not at the beginning show a very heavy margin, could be united with something like light machine work, and would soon develop into a good paying business, constantly improving.

ANOTHER GROUP OF INDUSTRIES.

Among the other large industries not mentioned above are: The Eureka Steel Casting Company, the Chester Steel Castings Company, Crown Smelting Company, Vulcan Brass Works, Lamokin Car Works, and Eddystone Boiler Works. Each of these concerns is in a prosperous condition, and adds in no small degree to the prosperity of the city.

LIGHT MANUFACTURES.

The smaller industries are in variety and number as indicated in the following list:

Leather belts, 1; top roll covering, 2; candy works, 5; brick yards, 9; chemical works, 1; brass founders, 4; sash and planing mills, 4; box factory, 2; coopers, 3; mast and spar makers, 1; kindling wood, 4; pottery, 1; wooden vessels, 1; cigar factories, 12; flour mills, 2; breweries, 1; carriage and wagon builders, 5; harness, 7; mattresses, 1; blank books, 1.

BANKING INSTITUTIONS.

THE DELAWARE COUNTY TRUST, SAFE DEposit and Title Insurance Company was organized by citizens of this county, and duly incorporated under the laws of the Commonwealth, on July 2nd, 1885, with a capital of $250,000.

As its name indicates, its business consists in the management and execution of all sorts of trusts, receiving deposits of valuables for safe-keeping, and insuring titles. It is authorized by law to act as executor, administrator, guardian, trustee, assignee, receiver, etc., its capital and assets standing as security for the faithful performance of any such trust.

The company insures the marketableness of real estate titles, preparing, if desired, all necessary conveyance papers, at regular fixed charges. It also insures against liens of all kinds, such as the lien of the unrecorded debts of a decedent, mechanic's claims, &c. In any case of a trust or office, where

security is required, the company is authorized to become sole surety, and as it is accepted by the courts without question, trustees and officials of every kind find it a very great convenience to have their security entered for them by the company.

In addition, deposits of valuables for safe-keeping are received, as before stated, and the company issues its money certificates of deposit, bearing interest, if left for a stated time. Choice investments are kept on hand and secured for investors, and the income collected and remitted without care or cost to the lender.

Companies of this character have been in successful operation in the larger cities for many years, and much business of the character usually transacted by such companies, has been drawn away from our county by reason of there being none here. The organization of the home company, and the successful conduct of it, which seems assured by the character of the management, will have the effect of retaining much of this business among our people, where it should be kept. The prosperity of a community depends so largely upon its keeping pace with the times in the matter of providing the most improved and secure mediums for the transaction of all kinds of business, and upon the readiness with which capital can be provided for the use of its citizens, that the establishment of this institution among us cannot fail to contribute largely to our city's welfare.

The officers of the company are: Henry C. Howard, President; Samuel Rhodes, Vice-President; John D. Goff, Secretary; Thomas Lees, Treasurer. Directors: Henry C. Howard, Samuel Rhodes, I. Engle Cochran, Isaac Johnson, John Deveney, Andrew Osborne, William C. Gray, John C. Price, John Leedom, William Carson.

THE DELAWARE COUNTY BANK.

The Delaware County Bank, the oldest of our banking institutions, was organized in 1814, as a State bank, under what was known as the "Omnibus Bank Act." The first president of the bank was John Newbold, whose salary, at the first meeting of the Board of Directors, was placed at $600 per annum.

The bank was fairly prosperous until 1834, when a number of the bank's redeemed notes got into circulation, and they had to pay them again. This caused a suspension of dividends from 1834 to 1837. The bank recuperated, however, and soon ranked second to no other institution of like character in the State.

In 1864 the old Delaware County Bank ceased as a State institution, and was chartered as a National Bank. In 1882 the old bank on Market Square was razed to the ground, and on its cite the present magnificent building erected at a cost of $50,000. The capital stock of the bank is $300,000, and the surplus $215,000. The par value of the stock is $100 per share, and the selling price of what little stock has recently been sold is $246 a share.

The present officers of the bank are: President, J. H. Roop; Cashier, B. T. Hall. Directors: David Trainer, John P. Crozer, Thomas Appleby, J. O. Deshong, Jr., D. R. Esrey, J. P. Eyre, Thomas Scattergood, John M. Broomall, Jr., J. H. Roop.

THE FIRST NATIONAL BANK.

The First National Bank, as its name indicates, was the earliest National bank formed in the city. It was chartered on the 12th of March, 1864, the below-named gentlemen having signed articles of association for the bank: Samuel M. Felton, Thomas Reaney, Samuel Archbold, Benjamin Gartside, Amos Gartside, Abram R. Perkins, L. T. Rutter, Samuel Eccles, Jr., James Gartside, and Wm. Ward. The bank organized by the election of Abram R. Perkins, president. Soon after its organization business was commenced in the building on the southwest corner of Second and Penn Streets, but the location being remote from the business centre of the city, the present building, adjoining the City Hall, was purchased, and has been used to the present time (December, 1888). In August, 1888, the bank purchased the ground on the southwest corner of Fifth and Market Streets, the location being considered one of the best in the city, and at an early day will erect a handsome and commodious banking house, suitable to the rapidly increasing demands of the bank. This institution has been managed by intelligent financiers, the venerable ex-Mayor, John Larkin, Jr.,

HOWARD BROS., WHOLESALE GROCERS, SIXTH AND WELSH.

having been its president for a period of nearly twenty years, and its directory is made up of the leading merchants, lawyers and business men of the city. Its continued success being attested by the fact of having paid out in dividends since its organization $196,000, an amount almost equal to twice its capital. It has the full confidence of the financial men of the community, and has among its depositors many of the leading manufacturers, railroad men, merchants, and other business men of the city and adjoining localities.

CHESTER NATIONAL BANK.

On the first day of March, 1883, impelled by the rapidly growing commercial and manufacturing interests of this locality, a number of the most enterprising and successful business men of the city and county, met for the purpose of organizing a new banking association under the National Banking Act.

The capital stock of $100,000 was at once subscribed, and preliminary papers filed at Washington. The charter was issued March 17, 1883, and the bank authorized to commence business with the capital subscribed, with the privilege of increasing the same to $500,000.

The management of the institution was placed in the hands of Col. Samuel A. Dyer, a prominent and successful banker, and his experience and ability have been instrumental in placing this bank in its present high position among the financial institutions of the city.

At the time of commencement of actual business, April 1, 1883, the deposits of the bank amounted to about $100,000; their present total and general average exceeds $600,000.

On the 1st of February, 1886, the capital stock was increased to the sum of $200,000, the business of the bank having increased so that the addition became necessary.

Since the organization of the bank it has paid in dividends to its stockholders $63,000, and placed to the credit of the surplus fund $85,000, showing conservative management and a disposition to strengthen the bank in the interest of its customers.

The present quarters of the bank are at No. 9 West Third Street. The interior has recently been remodelled to keep pace with a growing business, and the facilities for satisfactory transaction of business are excellent.

BUILDING AND LOAN ASSOCIATIONS.

We have twelve building associations in Chester, whose regular monthly receipts amount to $18,000. They mostly issue series yearly. Some of the Associations issue them half yearly, thus enabling stockholders who desire to invest, or those who wish to avail themselves of the facilities these associations afford in the erection or purchase of houses, to enter at any time.

They loan very nearly to the full value of a property, and are therefore of practical use to many who cannot obtain private loans because greater margins are looked for by individual investors. Besides the existing associations, as many more have run out and have been successfully wound up. There are, however, a large number of series of the old associations which are still in active existence. The associations now running represent an actual capital of three millions of dollars, and those which have expired, represented a capital nearly or quite as large, showing an associated capital brought together mainly by the mechanics and laboring men of Chester, of about six millions of dollars.

Probably two-thirds of this amount was loaned for the purpose of purchasing or in payment for dwellings, and generally by the occupants of such houses. This would indicate that loans had been made at one time or another upon more than three thousand of the four thousand dwellings in the old city proper. It will be seen, therefore, that through the instrumentality of these unassuming associations, which have existed as a co-incident of Chester's growth, its citizens have become to a large extent, the owners of their dwelling houses.

Following is a list of the associations now in operation, with the number of shares of each:

T. D. FINEGAN'S FLOUR AND FEED STORE, SIXTH AND WELSH.

NAMES	Series	SHARES	PAID	VALUE	ASSETS
Chester, ...	12	1858½	$143	$198.66	$288,873.96
Home, ...	1	1146	76	98.49	112,903.60
Provident, ...	2	1122	45	52.19	48,234.74
Excelsior, ...	1	1420	18	19.90	13,995.98
Keystone, ...	2	1229¼	62	75.47	83,493.32
Franklin, ...	3	1014	27	28.61	20,708.13
Fidelity, ...	1	983	98	132.37	130,186.40
Peoples, ...	2	1049	50	57.23	52,383.69
Delaware County, .	14	2214½	122	176.77	138,470.41
Industrial, ...	4	1201	38	41.87	54,177.51
Chester and Upland,	5	433¾	142	199.51	37,985.09
Iron Workers, . .	4	1027½	92	121.54	84,876.87

TRANSPORTATION.

THREE great railroad systems are represented by the lines which run through Chester from north to south. These are the Chester branch of the Philadelphia & Reading R. R., the Philadelphia, Wilmington & Baltimore branch of the Pennsylvania R. R., and the Baltimore & Philadelphia, an important connection of the Baltimore & Ohio R. R.

The first-named is purely a freight line, the other two carry both passengers and freight, and between them exists the liveliest sort of rivalry, as the terminal points of each are the same—Baltimore and Philadelphia, and for a considerable distance, notably from this city to Philadelphia, they run almost parallel to, and within view of, each other.

PASSENGER TRAFFIC.

Three years ago four hours to Washington was the schedule time, but with the advent of a competing line the time has been gradually reduced until it is only a three hours' trip to the capital. And it is doubtful if better time will not yet be made.

This only illustrates one benefit derived by Chester from this fierce competition. Not only do we have quicker transit, but there are more trains, both passenger and freight, and the service generally has been greatly improved. It is possible now to leave this city on the B. & O., in elegant vestibule trains, and travel direct to Cincinnati, St. Louis, or Chicago without changing; or one may journey from Chester to Pittsburg and the West over the P., W. & B., and its connections, in the same comfortable manner, changing only at the same depot in Phila-

BALTIMORE & OHIO RAILROAD STATION.

delphia. Sixty-seven passenger trains on the P., W. & B. R. R. stop at Chester every day, 34 south-bound and 33 north-bound. There are also two regular local freight trains each way daily.

DISTANCE FROM OTHER POINTS.

The cities easily accessible by this line and its connections, and the time occupied in reaching them from Chester, are as follows:

Philadelphia,	13.5 miles,	23 minutes.
Wilmington,	13.3 miles,	20 minutes.
New York,	104 miles,	2.35 hours.
Boston,	338 miles,	9.00 hours.
Pittsburg,	368 miles,	11.00 hours.
Baltimore,	82.7 miles,	2.15 hours.
Washington,	125 miles,	3.10 hours.

The passenger service on the Baltimore & Ohio Railroad, as it is generally called, consists of 21 trains north, and 21 south, daily. Of regular freight trains there is a total of two daily, one north and one south.

Points directly on this road, or its branches, their distance from this city, and the time consumed in reaching them, are as follows:

Philadelphia,	12.9 miles,	17 minutes.
Wilmington,	13.3 miles,	20 minutes.
New York,	108 miles,	3.30 hours.
Baltimore,	88 miles,	2.50 hours.
Washington,	127 miles,	3.45 hours.
Cincinnati,	681 miles,	20.35 hours.
St. Louis,	1022 miles,	31.40 hours.

FREIGHT TRAFFIC.

No passengers being carried by the Chester branch of the Philadelphia & Reading, all its facilities are devoted to the handling of an immense freight traffic, which it has earned by affording ample accommodations for the large industries along the river, which rely in a great measure upon it.

The following statistics, furnished by the kindness of the local agents of the different roads, is interesting, as it shows the

vast quantity of raw material consumed by our mills and factories, and the amount of the finished product shipped away. The preponderance of the former conclusively proves that Chester is a manufacturing city. The report of the Philadelphia, Wilmington & Baltimore road covers the year ending October 31, 1888; that of the Baltimore & Ohio the year ending June 30, 1888, and that of the Philadelphia & Reading the year ending November 30, 1888. The total freight tonnage forwarded by the three roads in one year amounts to 161,371, an average of 538 tons to the working day; the total amount of freight received by these lines foots up 433,955 tons, a daily average of 1446 tons. The comparatively small showing of the Baltimore & Ohio is largely due to the fact that it is a new road. Its local freight business is said to have doubled during the latter six months of 1888.

ROAD	Freight forwarded TONS	Freight received TONS	Freight trains daily N.	Freight trains daily S.	Passengers carried	Passenger trains daily N.	Passenger trains daily S.
Phila., Wil. & Balt.,	45,943	184,152	2	2	687,078	33	34
Baltimore & Ohio,	26,797	39,376	1	1	83,280	21	21
Philadelphia & Reading,	88,631	210,427	2	2	None	..	..

Over the Philadelphia & Reading freight is shipped to Philadelphia, Reading, Bethlehem, Allentown, Lancaster, Lebanon, Harrisburg, Pottsville, Williamsport, and intermediate points in this State; to New York, Boston, and New England States, and all points in the West, Northwest and Southwest.

The Chester Freight Line, plying between this city and Philadelphia, owns two large freight steamers, each of which makes one round trip daily. This is exclusively a Chester line, and it affords every facility to shippers for the rapid and safe transportation of goods.

THE RIVER PASSENGER LINES.

The Philadelphia, Wilmington & Chester River Line runs two boats the greater part of the year between Philadelphia and Wilmington, stopping at Chester. During the summer months

East Nineteenth Street, built by Chester Land and Improvement Company—Residences of Col. P. M. Washabaugh and S. J. Cochran.

the boats make two trips each way daily, and receive a large amount of patronage.

The City of Chester, a fine, large new steamer, put on the route last year, is one of the swiftest of the river boats, and is an evidence of the success of this popular line.

The Major Reybold, running between Salem, N. J., and Philadelphia, also stops here daily.

During the excursion season Chester is visited by a half dozen steamboats every day. The Republic, licensed to carry three thousand passengers, runs to Cape May and the Breakwater, at the mouth of the Delaware; the Thomas Clyde, another large steamer, runs to various points down the Bay, and is the most popular of the summer boats; the John A. Warner, of the same line as the Republic, also makes daily trips from Chester to Sea Breeze. All do a large business, a fact accounted for partially by the low rates, the Republic charging only one dollar for a ride of 180 miles, the Clyde 40 cents for 90 miles.

STREET RAILWAY.

The Chester Street Railway Company was incorporated in July, 1882, and has a paid-up capital of $100,000. The road was opened for travel February 1, 1883. The roadway is in excellent condition. The stock consists of 80 horses and mules and 19 cars, well housed in a substantial brick stable and car-house. The main line is 3½ miles long; Upland line, 2 miles; Twenty-fourth Street line, 2 miles.

Passengers carried,		1883, (11 mos.)	630,697.
"	"	1884,	702,123.
"	"	1885,	684,591.
"	"	1886,	778,706.
"	"	1887,	950,000.
"	"	1888,	950,000.

REAL ESTATE.

NOTWITHSTANDING the number and extent of our diversified industries, Chester still has many acres of desirable building sites, suitable for business purposes of all kinds, or as private residences. The city's growth is by no means finished, and the town ready to be fenced in. Along our five miles of river front is ample accommodation for new shipyards, factories, and industrial establishments of every kind; and in addition thereto, we have advantages afforded by the smaller streams—Chester and Ridley creeks. All or nearly all the properties fronting thereon, not yet improved, are in the market at a reasonable figure.

On the main business thoroughfares in the centre of the city Market Street, Third Street, and Edgmont Avenue, the improved sites sell at prices ranging from $200 to $400 per foot; while on the finer residence streets, including Fourteenth Street, Potter Street, Broad Street, Madison Street, Kerlin Street, East Fifth Street, and West Second Street, and the section of the city owned by the Chester Improvement Company, the price ranges from $80 to probably as low as $30 per foot. On many of the thoroughfares there are a number of residences of a high style of architectural beauty, costing from $10,000 to $25,000.

Chester creek is bridged at Front Street, Second Street, Third Street, and Seventh Street, and an effort is now making to bridge this stream at Ninth Street, and should it succeed, (which seems highly probable), will open out a section of the city which has heretofore improved but little.

As previously stated, Chester is pre-eminently a city of

East Nineteenth Street, built by Chester Land and Improvement Company—Residence of Mrs. Elizabeth Rogers.

homes, and many of her mechanics and operatives to-day, through the aid of building associations, are the owners of their own houses. Rents, however, are reasonable; indeed, as compared to other cities, quite low. A six-roomed house, such as is desired by the average workingman, rents at about $10 per month, while the same sized house, with bathroom and the modern conveniences, can be obtained for about $14. The larger-sized residences, with from eight to twelve rooms, rent for $15 to $25 per month.

For the sale of Real Estate we have several companies, chief among which are the Chester Real Estate Company, Chester Improvement Company, Blakeley Land Association, and a number of reliable real estate agents, prominent among whom are I. E. Cochran, Jr., Cochran & Sweeney, Samuel Lyons, Samuel Greenwood, William Lewis, Thomas W. Scott, George Baker, J. Howard Cochran, and Edmund Jones.

WATER SUPPLY.

PREVIOUS to the year 1867, the subject of a water supply for the city had been somewhat widely discussed, and a proposition for the construction of water works by the city, submitted to the people. The then North and Middle Wards, comprising all that section east of Chester creek, voted against the measure; the South Ward, on the west side, voted in its favor.

The plan for city works was then necessarily abandoned, but the South Ward determined to act independently, and in 1868 the construction of the well-known South Ward Water Works was completed. Its original incorporators were William Ward, Amos Gartside, William B. Reaney, William A. Todd, William C. Price, and George Derbyshire.

The supply from these works was subsequently extended to the North and Middle Wards, and for the twenty years from 1868 to 1888 the whole city had been supplied from this source.

In 1884 it became evident that the demand had already exceeded the capacity of this system, and that further provision would have to be made for the future supply of the rapidly growing city. Two courses were open, the enlargement of the old works or the construction of new. The former would have been merely a temporary expedient, and, under the organization of the old works, there were serious financial obstacles to the adoption of either; the bonded indebtedness being secured on the property in the South Ward of the City of Chester, and the old Company having already issued bonds to the limit of its chartered powers.

PUMPING STATION, NEW CHESTER WATER COMPANY, FOOT OF FULTON STREET.

The question was solved by the organization in 1884 of

THE NEW CHESTER WATER COMPANY,

of which ex-Mayor J. L. Forwood was president. The incorporators were W. H. Miller, J. L. Forwood, Tiko Buke, J. T. DeSilver, Richard Peters, Jr., John Dutton, William Ward, George H. Christian, Joshua K. Lamb.

This Company began work in the spring of 1887, and in July of the same year purchased the plant of the South Ward Water Works, made it a part of the new system, and paid off the bonded indebtedness on the property of the South Ward. The new Company agreed to allow the city to fix by ordinance the rates to be charged. The present organization of the Company is as follows: President, J. L. Forwood; Secretary, W. H. Miller; Treasurer, Walter Wood; Board of Directors, J. L. Forwood, Walter Wood, William Bucknell, Harry S. Hopper, William Ward, S. A. Dyer, and J. Frank Black.

The works of the new Company are now practically complete, and the city, as well as the boroughs of Upland and South Chester, supplied with water by the new system.

The works consist of a new reservoir on Harrison's Hill, an eminence about three miles northwest of the city, and two hundred feet above low water at this point, with a

CAPACITY OF 12,000,000 GALLONS;

a new and handsome pumping station, 100 x 60 feet, situated on the grounds of the old works, at the foot of Fulton Street; two Gaskill pumps, made by the Holley Manufacturing Company, each of 4,000,000 gallons capacity daily; five boilers, aggregating 300 horse hower, and 5½ miles of force and supply mains. Eleven miles of distribution pipe have been added to the old system in Upland and the city proper, and the purchase of the South Chester borough plant has added four more, making the total distribution mileage in Chester and the two adjacent boroughs, which are practically part of the city, thirty miles.

Comparison with the average of twenty cities of the same class in the United States, shows that none are more thoroughly equipped than Chester in this respect.

An ample supply of water for domestic and mechanical purposes and fire protection, not liable to be affected by meteorological or other contingencies, is an important factor in the modern economy, and a great advantage to the city possessing it. In this respect Chester has now no reason to fear comparision with any other city of its size in the United States. With an

UNFAILING SUPPLY OF EXCELLENT WATER,

ample storage facilities for years to come, and all important mechanical details, upon which that supply depends, so constructed and duplicated that even a temporary failure is almost an impossibility; with a pumping capacity nearly double the present demand, and a reserve of equal power; with a pressure of 80 pounds on the lower and 50 pounds on the higher levels of the city, and rates which are low in comparison with those of most private companies, the City of Chester offers to manufacturers, business men, and private residents, inducements, in the way of water supply, not excelled by any, and we may justly add, not equalled by most places of its size in this country or elsewhere.

PENNSYLVANIA MILITARY ACADEMY.

SCHOOLS AND CHURCHES.

CHESTER, with its ample resources for the sustenance of thriving industries, is in no way forgetful of the power which underlies all social thrift, and which inheres in the provisions made for the education of the young. Its public school system has become perfected by careful management and supervision, until it holds rank with the most advanced cities in the Commonwealth.

Within the municipal limits are thirteen school buildings, all (except one) constructed of brick, commodiously arranged and well furnished. These buildings contain seats for 3500 children. The maximum attendance is a little less than 2800. All books and other needed supplies are furnished to the scholars free of charge, and the schools are open ten months of the year. The tax rate, including that for building purposes, has not been above four and a half (4½) mills per dollar during the past eight years, and from 1883 to 1886 it was but four (4) mills. A corps of sixty-one teachers, with a City Superintendent, have charge of the public instruction, under the control of the legally constituted Board of Directors. The High School, comprising the Preparatory, Academic, and Normal departments, numbers 150 pupils, and is under the care of one principal and three assistants. It occupies a fine building, erected in 1886, which is a model schoolhouse, especially in respect to its complete and admirable provisions for heating and ventillation. During the past year a new two-story building, eight rooms, with accommodations for 400 pupils, has been erected at a cost of $12,000.

VALUE OF SCHOOL PROPERTY.

The school buildings are estimated to be worth $162,000, divided as follows:

Twenty-fourth Street,	$ 2,500
Eighteenth Street,	6,000
Fifteenth Street,	15,000
Larkin School,	3,000
Eleventh Street,	15,000
Morton Avenue,	12,000
High School,	40,000
Grammar School,	12,000
Hoskins School,	6,000
Patterson Street,	6,000
Howell Street,	12,000
Second Street,	12,500
Franklin Street,	20,000

In South Chester there are six school properties; number of teachers, 19; scholars in attendance, 900; average daily attendance, 600. The value of the different properties is estimated as follows:

High School,	$12,000
Third and Jeffery,	4,000
Third, bet. Morton and Jeffery,	1,000
Second and Townsend,	8,000
Eleventh and Edwards,	8,000
Second and Thurlow,	8,000
	$41,000

PRIVATE AND PAROCHIAL SCHOOLS.

In addition to the public schools, there are several private institutions in the city for educational purposes in various grades, from the kindergarten to the seminary. Chester Academy, located on Broad street, has an excellent reputation, which draws to it many scholars residing in Chester and the surrounding country. The Pennsylvania Military Academy, located on an eminence overlooking the Delaware, within easy access of the business part of the city, possesses superior advan-

tages for giving a thorough and complete higher course of study, as is attested by the large number of young men from all parts of the country who are graduated yearly at that institution.

At this institution there are four courses of study: civil engineering, chemical, architectural and classical, in any of which a graduate may take a degree, and with these is the advantage offered by a military education, including tactics, infantry and artillery drills, and during the past year has been added cavalry practice; the latter is optional with the pupils. This excellent institution was founded by the late Col. Theo. Hyatt, and incorporated as a military university in 1862. The present faculty of the institution consists of Col. Charles E. Hyatt, President; Lieutenant-Colonel B. F. Morley, Vice-president, and a corps of eleven other instructors.

A large parochial school is connected with the Church of the Immaculate Heart, the pupils of which are instructed by Sisters of Charity. A similar institution is in contemplation by the parish of St. Michael's Church, and the building will be erected during the present year.

Just beyond the line, in Upland, is the Crozer Theological Seminary. With all these advantages it is not surprising that Chester promises to become an educational as well as a business center, and that even now the railroads daily are bringing scholars to attend our schools.

CHURCHES.

St. Michael's is the most imposing of our church edifices, being constructed of granite obtained from the Leiper quarries, on the outskirts of the city. The interior is beautifully frescoed, and presents a handsome appearance. The Madison Street M. E. Church is built of serpentine stone, and ranks next in value. It is considered one of the most desirable charges in the Philadelphia Conference.

Quite a number of the pastors have been connected with their charges from eight to twenty-five years, and most of the churches are in a healthy financial condition.

There are twenty-four houses of worship in Chester and

South Chester, being one to about every 1250 inhabitants, an unusually good showing. The following table will explain itself.

DENOMINATIONS.	NO. MEMBERS.	VALUE OF PROPERTY.
First Baptist	300	$30,000
North Chester Baptist	170	12,000
South Chester Baptist	300	45,000
African Baptist	80	7,000
St. Paul's Episcopal	385	45,000
St. Luke's Episcopal	119	15,600
Friends	35	12,000
Heavenly Recruit	110	13,000
*Madison Street M. E.	750	65,000
*Providence Avenue M. E. Chapel	. .	10,000
Trinity M. E.	330	30,000
South Chester M. E.	200	25,000
Asbury A. M. E.	185	12,500
Union A. M. E.	115	5,000
St. Daniel's A. M. E.	289	12,000
St. John's A. M. E.	75	3,000
Murphy Misssion A. M. E.	60	4,000
First Presbyterian	300	40,000
Second Presbyterian	280	10,000
Third Presbyterian	315	25,000
Bethany Presbyterian	. .	5,000
St. Michael's, R. C.	3000	125,000
Immaculate Heart of Mary, R. C.	1600	90,000
†Free Methodist	40	. . .

*Providence Avenue M. E. Mission is under the authority of Madison Street Church, and the membership of the two is given as one.

†Have no Church building at present.

M. H. BICKLEY, DRUGGIST, FOURTH AND MARKET STREETS.

HALLS, LIBRARIES, ETC.

A NEED of every community is a public hall, such as can be used for entertainments or public meetings. In this matter Chester is greatly favored, for although it has not yet secured an opera house, it has some thirty public halls, capable of seating from 200 to 800 people, and so located as to meet the wants of every section. The principal ones are Holly Tree Hall, Seventh street near Edgmont avenue, and National Hall, corner of Third street and Edgmont avenue. They are commodiously fitted with scenery, and provided with fire escapes and appliances to insure safety in case of a panic.

LIBRARIES AND READING ROOMS.

A proper use of the leisure hour has given to the world some of its greatest men—men who like Franklin, Stephenson, Farnady and Lincoln have become famous in the pages of science, mechanics or government, and whose names have been immortalized. Where to spend this hour and how to occupy it is a question often asked by young men, who, by the force of circumstances, are thrown into a great manufacturing town, away from the comforts of the fireside. Provision is made for such, and Chester has its Libraries and Reading Rooms with as near home comforts as it is possible to get except at home. The Mechanics' Library and Reading Room is located on the first floor of Holly Tree Hall, and is perhaps the most extensive institution of the kind in the city. The Young Men's Christian Association has provided cheerful rooms at their headquarters. S. A. Crozer & Son, at Upland,

have a large library, and the Messrs. Simpson, of Eddystone, have established a library and reading room in Light House Hall. These libraries are all supplied with works on History, Sciences, Mechanics, &c., as well as works of fiction, and upon the files of the reading room may be found journals devoted to the same class of subjects, as well as the daily papers of New York, Philadelphia and Chester. These rooms are free to all, subject only to a few rules made to ensure good order. They are well patronized by our young men. There are also several circulating libraries, where, for a small fee, books can be had on loan.

WASHINGTON HOUSE, H. ABBOTT, PROPRIETOR.

STORES AND HOTELS.

OUR business houses are sufficient in number and variety to supply nearly all the wants of our citizens, and most of them do a prosperous business. Architecturally there is room for improvement in many of them, but in this respect there is a gratifying advancement in those recently erected. The following list embraces about all the mercantile branches carried on, and states the number of each:

RETAIL AND WHOLESALE TRADE.

Bakeries, 20; lumber dealers, 6; coal dealers, 16; barbers, 35; victualers, 30; blacksmiths, 16; wheelwrights, 10; bottlers, 6; contractors and builders, 35; carpet dealers, (exclusively) 2; carpet weavers, 6; china, 10; clothing, 12; commission stores, 16; druggists, 24; dry goods and notions, 40; groceries, 150; hides and tallow, 2; flour and feed, 11; furniture, 7; men's furnishing goods, 9; hardware, 4; harness makers, 7; ice dealers, 2; hotels, 40; restaurants, 20; boarding houses, 50; jewelers, 7; laundries, 6; mattress factory, 1; machinery and metals, 1; livery and sale stables, 8; milliners, 14; photographers, 4; plumbers, 9; roofers, 10; sail makers, 2; sewing machines, 6; shoe dealers, 30; stone and marble works, 5; stoves and heaters, 9; tobacco and cigars, 94; trimmings, 30; books and stationery, 2; fruiterers, 4; hydraulic rams, 1; bookbinders, 1; carriage and wagon builders, 5; auctioneers, 2; oils, 6; confectioners, 19; florists, 2; dry goods, 36; fish and oysters, 8; job printers, 5; junk dealers, 15; leather and findings, 1; merchant tailors, 6; opticians, 3; painters, 17; paperhangers, 9; quarries, 2; tea, coffee and spices, 5; undertakers, 6.

The wholesale trade is represented as follows: Manilla paper, 1; beef, 3; coffee, 1; grocers, 3; hats and caps, 1; tobacco, 5.

WHOLESALE GROCERS.

The leading wholesale grocers of the city are the Messrs. Howard Bros., whose extensive warerooms are located at the corner of Sixth and Welsh Streets. They started in the general produce business in 1874, but in three years saw the demand for a first-class wholesale grocery, and to-day they are able to compete successfully with the wholesale trade of Philadelphia and New York. Their warehouse is 40 x 130 feet, and has a total storage capacity of 132,000 square feet. In addition to the three members of the firm they give employment to fifteen hands, including three salesmen, who travel through the Eastern counties of Pennsylvania, Delaware, Maryland, and the eastern shore of Virginia.

HOTELS.

Considering our proximity to Philadelphia, Chester hotels are a credit to the city. No matter how fastidious the traveler may be, he will find in the Cambridge, the Washington, or the Colonnade, all that any reasonable man can expect. These are the leading hostelries of the city, and in connection with the smaller hotels, they have been found sufficient to accommodate comfortably many large gatherings. The Cambridge is the largest, and was erected in 1885. It will compare favorably with any hotel in the State in its architectural appearance and internal arrangement and cuisine. The Washington is a hotel with a history, and though a relic of the last century, it has recently been refitted, is thoroughly up to the times, and is in all respects a well-kept, comfortable place to stop at.

The Colonnade also has been quite recently overhauled, and though there are handsomer hotel buildings, there is no caravansary in a town the size of Chester in the East that can exceed the Colonnade in attention to the comforts of its guests.

Besides these there are a large number of smaller hotels, where good accommodations can be had. Good boarding houses are plentiful, and, altogether, Chester is well equipped to take care of the traveling public.

COLONNADE HOTEL, T. S. WILLIAMSON, PROPRIETOR.

SOCIETIES.

THE Young Men's Christian Association is a recognized factor in the moral elevation of the young men. They are handsomely quartered in a fine, large building, fixed up in excellent style. The building is free from debt, and under its present wise management the Association is sure to become a power for good in the community. No other Association outside the large cities of the State is so well equipped for the successful prosecution of its work.

The Ladies' Union Benevolent Society dispenses charity to the worthy poor of every nationality and belief.

The Chester Hospital Company have in contemplation the purchase of a suitable building for hospital purposes. The demand for such a place has long been felt, and the present year will probably see a hospital established, in charge of a resident physician and matron.

The cause of temperance is looked after by the Women's Christian Temperance Union, and the Reform Club.

SECRET AND BENEFICIAL SOCIETIES.

There are forty-eight secret and beneficial societies in Chester, of which the following are the more prominent: Masonic, 7; Odd Fellows, 5; Red Men, 2; Knights of Pythias, 2; Brotherhood of the Union, 3; Knights of the Golden Eagle, 2; Knights of Labor, 3; G. A. R. Posts, 2; all others, 21. The rooms of Wilde Post, G. A. R., are the most handsomely furnished of any Post in the State, outside of Philadelphia.

MISCELLANEOUS SOCIETIES.

Among these are the Robert Burns Club (Scotch); Robert

Emmett Club (Irish); Briggs Gun Club; McClure Gun Club; Chester Cricket Club; Alpha Boat Club; and Steam Engineers' Association.

Company B, Sixth Regiment, N. G. P., is located in Chester, and is rated A 1 among the National Guard for military discipline.

The Alpha Boat Club is a prosperous organization of young men. They have erected a handsome boat house on the Delaware, and equipped and furnished it with everything desirable. They are quite a force in the social world.

THE MUNICIPALITY.

THE corporate powers of the city are vested in the Mayor and members of Select and Common Councils, and under the Act of Assembly approved May 25, 1887, the powers of Councils have been increased so as to allow the expenditures of money for public improvements, as in the paving of streets, sewerage and sanitary regulations. The privileges conferred by this Act were at once taken advantage of, and one result is seen in the large amount of paving done in 1888. It is only a question of a few years when our principal thoroughfares will be substantially paved and sewered. They are already well lighted, and the water supply is abundant and excellent, and with good streets, Chester will hold a front rank among the cities of her size in this country.

Although Chester has been making rapid strides in municipal improvements during the past five years, the tax-rate has been but slightly increased. In 1884 it was but fourteen mills, and is but fifteen mills for 1889, exclusive of the county tax. It will be noticed in the table which follows that one-third of the total city tax is for school purposes. Our schools are excellent, the money raised is judiciously expended, and the tax is most willingly paid. There are but few communities where such good results are obtained for the outlay per scholar, only $8.60 for ten months' tuition, including all necessary supplies.

Besides this, there have been new streets opened, a large number of sewers built, and nearly $100,000 expended in 1888 on paving alone.

CITY AND SCHOOL TAXES.

The triennial assessment now being made is expected to show a largely increased valuation over that of three years ago, and will probably exceed it by more that a million dollars, which means a corresponding increase in the city's revenue. The city and school tax-rate for 1889 is the same as in 1888, which is given in the following table:

YEAR	ASSESSED VALUATION	TOTAL CITY TAX	RATE	SCHOOL TAX	RATE	TOTAL RATE PER CENT.
1884	$6,659,579	$66,595.79	.010	$28,993.44	.004	*1.40–100
1885	7,030,974	70,309.74	.010	29,490.87	.004	1.40–100
1886	7,293,124	72,931.24	.010	30,426.10	.0045	1.45–100
1887	7,345,572	73,455.72	.010	34,620.77	.005	1.50–100
1888	8,115,652	81,156.52	.010	41,572.90	.005	1.50–100

*This does not include the county tax of 3½ mills, making the total tax-rate for 1888 1.85–100 per cent.

TAX-RATE OF SEVEN CITIES.

A comparison of our tax-rate with that of surrounding cities, shows decidedly that Chester is a favored locality. The rate given includes the city, county, and school tax:

Chester,	18½	mills on	$1.00.
Williamsport,	20	" "	1.00.
Lebanon,	25	" "	1.00.
Scranton,	29	" "	1.00.
Harrisburg,	36	" "	1.00.
Wilkesbarre,	48½	" "	1.00.
Wilmington, (Del.)	70½	" "	1.00.

DISBURSEMENTS.

The amount of disbursements from January 1 to December 1, 1888, is as below:

Paving Department,	$85,147 63
Street "	13,620 98
Sewer "	5,937 13
Police "	10,816 70
Lighting "	7,909 19

RESIDENCE OF FREDERICK BALDT, 2508 WEST THIRD STREET.

DISBURSEMENTS—CONTINUED.

Fire " - -		6,359 39
Water " - - -		1,595 00
Health " - -		814 93
Public Property Department, -		2,185 14
Sinking Fund, - -		1 50
Interest Department, - - -		23,996 00
Stationery and Printing, - -		1,481 11
Contingent Fund, - - -		7,081 92
Total,		$166,956 62
Have in Sinking Fund,		
North Chester Bond,	$10,000 00	
Cash, - - -	7,832 00	
Total,	$17,832 00	

STREET IMPROVEMENTS.

The large amount appropriated for paving has been well expended, and the city can now be traveled from the northern to its southern boundary on streets paved with substantial asphaltum or Belgian blocks. The pavements have also been greatly improved, but as this expense is borne by the individual no reference is made to it above.

Apparently the city has spent more than its income, but when it is stated that the burden of paying for the paving of streets is borne by the householders residing thereon it is at once seen that the greater part of the $85,000 so expended will eventually be returned to the city treasury.

STREETS.

The streets and avenues of Chester extend a distance east and west, including the adjacent borough of South Chester, from Front to Ninth Street, nearly three miles, and for the most part are opened their entire length. On the east side of the Chester Creek the streets are opened to Twenty-fourth Street. Up to February last there were 6.28 miles of paved streets (macadamized roadways not included), but during the past year,

under the powers granted by a recent Act of Assembly, there has been a popular demand for more and better thoroughfares, and the mileage of paved streets has nearly doubled the figures above quoted. The streets paved during the past year have been either asphaltum or Belgian blocks, according to the expressed wishes of a majority of the property owners on the respective thoroughfares. No city of its size, east or west, has more or better paved streets than the City of Chester.

SEWERAGE.

The plan of our sewer system was perfected some twenty years ago, and with but few exceptions has been adhered to, but so great has been the growth of the city, notably in the Second Ward, that it is now deemed expedient, at an early date, to build a main sewer for that section of the city. The paved streets of the city are all sewered, and according to a report of the City Surveyor, dated February 6, 1888, we have nearly ten miles of sewers in the city.

HEALTH.

There are, unfortunately, no health statistics available by means of which the death rate of the city might be obtained. Leading physicians state that the city is very free from any form of local disease. The land rises from the river in a gradual ascent, affording excellent drainage. Chester and Ridley creeks also form natural channels for carrying off the city's waste, and our sewers, well-built and numerous, and yearly increasing, are an important factor in preserving the health of our city. A Board of Health looks after all matters pertaining to the physical well-being of the people.

THE FIRE DEPARTMENT.

In respect to the equipment and efficiency of the Fire Department, Chester will compare favorably with any city of its size in the State. It is composed of four volunteer companies. The apparatus consists of three steam fire engines of standard make, five hose carriages and one hook and ladder truck. The city makes an annual appropriation of $2,000 each to three of the companies, and the borough of South Chester $1,200 to the one located within its limits.

THE POLICE DEPARTMENT.

The Police Department consists of a Chief and fourteen officers—seven day and seven night officers. That this small force is ample for the protection of the peace and property of our people speaks more eloquently than words that we are a law-abiding community.

TELEPHONE AND TELEGRAPH SERVICE.

The city is connected by telephone with Philadelphia and Wilmington, and all other places within a radius of twenty miles. In Chester there are 165 subscribers, averaging 1000 calls per day and requiring 125 miles of wire. The service is uniformly good. The means for telegraphic communication are excellent, as it must needs be to accommodate so large an industrial community.

FACILITIES FOR LIGHTING.

Gas was introduced into Chester in 1856, and the company operating the works have tanks capable of storing 160,000 cubic feet.

The Chester Electric Light and Power Company was organized in 1885, and its present capital stock is $70,000. They have an exceedingly fine plant, consisting of six boilers, four engines of 600 horse-power, and dynamos with a capacity of 55,800 candle power. Two hundred and seventy-six city lights, of 32 candle power, to burn all night, are furnished, and 260 business houses, dwellings and manufactories are supplied with 2,640 lights, and 22 motors are in daily operation.

CHESTER'S NEWSPAPERS.

There are six newspapers—two daily and four weekly—published in the City of Chester, in order of seniority as follows: The Delaware County *Republican*, started in 1833 by Y. S. Walter, now published by Ward R. Bliss; The Delaware County *Democrat*, started in 1835 by Caleb Pierce, now owned by Henry F. Frysinger; The Delaware County *Advocate*, started in 1866 by John Spencer, and still published by him; The Chester *Evening News*, started in 1872 by F. Stanhope Hill, now published by W. H. Bowen; The Chester *Daily*

Times, started in 1876 by Maj. John Hodgson, now published by the Times Publishing Company; The *Weekly Reporter* (devoted to the interests of the legal profession), started in 1881 by Ward R. Bliss, its present publisher.

Beside these there is one weekly paper published in South Chester, the *Weekly News*, by W. W. Webb.

OUR FOREIGN TRADE.

Some idea of the importance of Chester as a port of entry can be formed from the following statistics:

During the year 1887 the Chester Rolling Mill imported 50,000 tons of iron ore, on which were paid $37,500 in duties.

For the same period the Tidewater Steel Works imported 40,905 tons of steel blooms, the duties on which were $300,990.

The Chester Oil Company paid in duties on tin plate, lead, nails, and lumber in 1887 about $100,000, making a total of $438,490 from these three concerns alone.

These importations were landed directly from the vessels on our own wharves, and the duties received by the Deputy Collector of the Port located in this city.

The following tables give the nationality, number, and tonnage of vessels engaged in our foreign and coastwise trade from January 1st to October 31st, 1888. The cargoes of these vessels were all consigned to Chester firms:

FOREIGN TRADE.

NATIONALITY.	Steamships	Ships	Barks	Barkentine	Brigs	Brigentine	Schooners	Total	Tonnage
American	. .	. .	3	. .	2	1	7	13	3,727
British	15	6	6	. .	2	. .	. .	29	37,690
Norwegian	. .	2	7	. .	. .	. .	. .	9	7,893
German	. .	3	3	. .	. .	. .	. .	6	6,669
Portugese	. .	. .	1	1	. .	. .	. .	2	782
Italian	. .	. .	1	. .	. .	. .	. .	1	1,180
Dutch	. .	. .	1	. .	. .	. .	. .	1	1,417
Russian	. .	. .	1	. .	. .	. .	. .	1	640
Totals	15	11	23	1	4	1	7	62	59,998

OFFICE OF COCHRAN & SWEENEY, REAL ESTATE AND INSURANCE AGENTS.

COASTWISE TRADE.

CLASS.	January	February	March	April	May	June	July	August	September	October	Totals
Steamships	. .	. .	. .	2	1	. .	. .	1	. .	. .	4
Ships	1	2	. .	. .	3	2	1	1	. .	. .	10
Barks	2	2	5	1	3	8	8	3	2	1	35
Barkentines	. .	. .	. .	. .	. .	1	. .	. .	. .	. .	1
Schooners	3	2	5	7	5	3	6	14	8	3	56
Totals	6	6	10	10	12	14	15	19	10	4	106

POST OFFICE STATISTICS.

The force in the Post Office consists of the Post Master, one Assistant Post Master, three clerks, seven letter carriers, one substitute, and one special delivery messenger. Fifteen mail pouches are dispatched daily, except Sunday, and twenty pouches are received. This is exclusive of canvas sacks for second, third, and fourth-class matter. On Sunday two mail pouches are dispatched, and five received. There are three deliveries and four collections by the carriers each week-day. Following is the report of the office for the year ending November 30, 1888:

DELIVERED BY CARRIERS.

Registered Letters Delivered	875	
Ordinary " "	403,504	
Postal Cards "	96,876	
Newspapers, &c., "	240,388	741,643

COLLECTED BY CARRIERS.

Local Letters Collected	29,111	
Mail " "	228,119	
L'c'l Postal Cards "	10,822	
Mail " " "	50,202	
Newspapers, &c. "	11,782	330,036
		1,071,679
Special Letters Delivered by Messenger for same period,		584
TOTAL,		1,072,263
Registered Letters dispatched to other Post Offices		2,352
" " received from other Offices		1,909
Special Delivery Letters dispatched to other Post Offices,		932
" " " received from " "		589
Gross Receipts from sale of Stamps, etc.		$17,002 11
Net Receipts paid into Treasury of U. S., $8,035 94		
Fees on Money Orders and Postal Notes, 710 21		8,746 15

Total Receipts from Local Postage	2,709 57
" Cost of Free Delivery System (not including furniture)	4,128 06
Total Number of Mail Pieces Handled, Received and Dispatched during the year, estimated from a basis of one month's count 3,200,000	

MONEY ORDER DEPARTMENT.

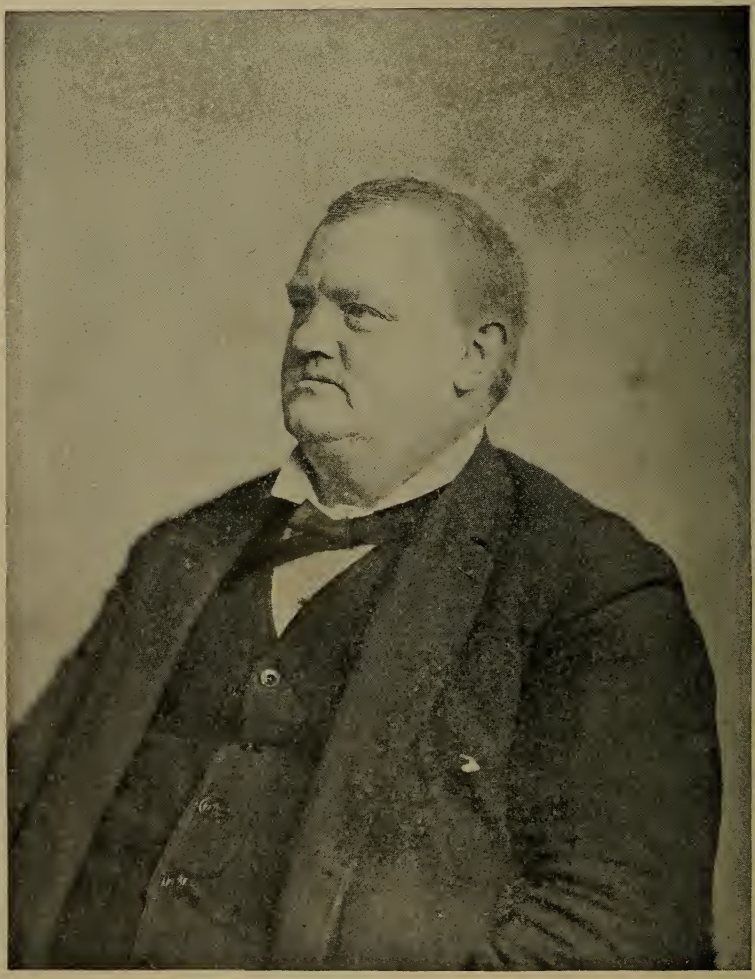
ISSUED.

2654	Domestic M. O.,	$29,676 86	Fees,	$252 74	Total,	$29,929 60
1392	Postal Notes,	2,196 37	Fees,	51 76	"	2,248 13
25	Canadian,	215 30	Fees,	3 10	"	218 40
1024	British,	11,539 09	Fees,	170 66	"	11,709 75
74	German,	509 37	Fees,	9 10	"	518 47
13	Swiss,	400 88	Fees,	4 60	"	405 48
9	Italian,	120 95	Fees,	1 60	"	122 55
4	French,	60 78	Fees,	80	"	61 58
5	Belgian,	53 00	Fees,	80	"	53 80
38	Swedish,	885 48	Fees,	9 50	"	894 98
31	Norwegian,	385 00	Fees,	4 75	"	389 75
1	Austrian,	24 00	Fees,	30	"	24 30
1	Danish,	50 00	Fees,	50	"	50 50
						$46,627 29

DISBURSEMENTS.

1449	Domestic Money Orders paid	$18,464 36
22	" " " re-paid	253 50
617	Postal Notes paid	1,354 72
26	" " re-paid	45 67
13	Canadian Money Orders paid	287 02
58	British " " "	995 86
4	" " " re-paid	18 43
228	Certificates of Deposit of Surplus Funds	24,898 50
	Balance on Hand	310 23
		$46,628 29

Total Business of the Office for the Year $110,256 69



SAMUEL GREENWOOD, ESQ., PRESIDENT OF SELECT COUNCIL.

BIOGRAPHICAL.

JOSEPH R. T. COATES, Mayor of Chester, was born in 1837, at Coatesville, Chester County, Pennsylvania, and comes of good old Quaker stock. His ancestors were the first settlers of that beautiful town in the Chester Valley, and from them it takes its name. When but nine years of age he was left an orphan. Mayor Coates received a common school education, but completed it at the Chester Academy. He taught school for several years, and then studied law under the mentorship of Hon. John M. Broomall, and for about a year after his admission to the bar continued in the office of his preceptor. The War of the Rebellion coming on, he enlisted, and was elected first lieutenant of the Stifler Phalanx, afterwards Company C, First Regiment Pennsylvania Reserve Volunteer Corps. He participated in all the battles of the regiment, when after the engagement of South Mountain he was promoted to a captaincy, and assigned to duty as Inspector General on the staff of General McCandless. On the field of Gettysburg he was breveted a major for gallant and meritorious service, and was mustered out with the command in Philadelphia. In 1865 he was appointed Post Master at Chester by President Lincoln, and since that time has been closely identified with our city, taking a prominent part in all matters looking toward the public weal. He was one of the contractors of the South Ward Water Works, built in 1867. He has always taken an active part in municipal affairs, and in 1887 was elected Mayor of Chester, after a spirited contest with Dr. J. L. Forwood, who had defeated him at the previous election.

SAMUEL GREENWOOD, ESQ.,

President of Select Council, whose portrait adorns these pages, is known as one of our live men, and has been interested in the city's progress for many years. He was born on a bright Sunday, the 5th of September, 1841, about four o'clock in the afternoon, in the city of Oldham, England, and is now in his 48th year. In September, 1848, his parents came to this country, and took up their residence in Delaware County. In 1852 they removed to Chester, and at the age of eleven years the subject of this sketch began life as a Chester boy. In 1862–63–64 he had saved some means, and with all the resources that he could muster he attended Fort Edward Institute, at Fort Edward, New York, and carried off the first prize for oratory and composition. In 1864 he was offered the principalship of the High School at Valatia, and taught three years, when he received a very flattering offer to travel for a house in New York City, which position he filled until 1876, having traveled all over this country and the Canadas many times, thus getting an acquaintance with men and things which seems to have fitted him for his present occupation, that of real estate agent and builder. In 1876 he was elected to Council, and served in that body, with one year's exception, until the creation of Select Council, in 1888, when he was made its first President, which position he now holds. He is also Chairman of the Real Estate Committee of the Board of Trade, and to him is accredited the scheme of planning, preparing, and pushing the public building bill for a post office in Chester, which we hope to see passed by the present Congress. Mr. Greenwood is an entirely self-made man —pleasant, agreeable, a good entertainer, and one of our representative men.

JOHN LILLEY, JR., ESQ.,

President of Common Council, was born near Coatesville, Chester County, Pa., in 1844, and came with his parents to Delaware County in 1850, and to Chester in 1856, where he has since resided. In 1862 he enlisted in the civil war, in Company H, Fourth U. S. Artillery, serving three years in the

JOHN LILLEY, JR., ESQ., PRESIDENT OF COMMON COUNCIL.

J. L. FORWOOD, M. D., PRESIDENT OF BOARD OF TRADE.

Army of the Cumberland, under General Thomas. When eight years of age he began work in a woolen factory, learning the business thoroughly, and to-day he is one of the most successful manufacturers of the city. In 1872 he started in business at the Lamokin Mill, Front and Franklin Streets, with his father, under the firm name of Lilley & Son, which was afterward formed into a stock company, and is known as The Lilley & Sons' Mfg. Co., owning one of the largest woolen mills in the city. He was elected to Council in 1885, and is now serving his second term. In 1888 he was elected President of Common Council, which position he now holds.

JONATHAN LARKIN FORWOOD, M. D.,

was born in West Chester, Chester County, Pa., October 17, 1834. When eighteen years old he successfully passed an examination for the position of teacher. He followed this occupation until 1852, when he entered Freeland College, remaining there until 1854, when he again took up the profession of teaching in Springfield, Delaware County. At the instance of Dr. Charles J. Morton, a school director, young Forwood started upon his medical career, and in the fall of 1855 entered the University of Pennsylvania. He had only enough money to carry him through a single term, but always indefatigable in the pursuit of knowledge, he passed the necessary examination, in 1856, and received a scholarship in the University. Having graduated with high honors in 1857, he established himself at Chester, where he has since been located. His success as a surgeon is beyond dispute. From 1864 to 1868 Dr. Forwood had charge of the Municipal Hospital of Philadelphia, then located at the Lazaretto. In 1867 he founded the Delaware County *Democrat*, and made it a success. His political career began in this year, when he was elected to Council. He occupied the Mayoralty chair four terms, beginning in 1872, and serving continuously until 1887, excepting the three years from 1881–84. Until last year (1888) he had always been identified with the Democratic party, having been delegate to several State Conventions and two National Conventions, but in the recent campaign supported the Repub-

lican national ticket. Both County and State Medical Societies claim him as a member, and he has the unusual distinction of being a member of the Academy of Natural Sciences of Philadelphia. In the Spring of 1888 he was chosen President of the Board of Trade, a position for which he is eminently qualified.

HON. JOHN LARKIN, JR.

NO HISTORY of Chester would be complete without mention of the above named gentleman. Although in his 85th year, he is still hale and vigorous, with a mind as clear as most men twenty years his junior. He was born in Concord township, this county, in 1804, where he remained on the farm until he attained his majority, when he followed the water, and ultimately became captain of a vessel. He was a disciple of Neptune for seven years. In 1840 he was elected Sheriff of the county. He afterwards represented his people in the State Legislature, and when, in 1866, the city was incorporated, he became its first Mayor, and was re-elected again for another term in 1869, and refused to accept any salary. He was one of the prime movers in the establishment of the Rural Cemetery, and was the first president of the Chester Mutual Insurance Company, and for nearly or quite twenty years was president of the First National Bank. He has done more for the improvement of the Second Ward than any dozen men, and many of our citizens owe their start in life to his generous impulses.

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*NOTE.—The photographs for the illustrations, with the exception of those marked with an asterisk, were made expressly for this book by F. A. Kroneberger, photographer, of this city.

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1862 1889

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LUMBER AND COAL YARDS,

BROAD STREET NEAR EDGMONT AVE.,

Contain the largest stock and greatest variety of kinds of

Lumber

in this city. All kinds of

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With the choicest grades of WHITE PINE, and all lengths and sizes of HEART YELLOW PINE, HEMLOCK, AND SPRUCE.

Most of the assortments, including PLANED LUMBER, are kept in large sheds, and are always in nice condition, even in stormy weather.

Although special attention is given to the LUMBER business, there are other materials kept in stock that tend to swell the large business done at this stand.

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BUILDING LIME

Burned by the most improved methods, and stored in air-tight bins, thus keeping it lumpy and fresh even in the hottest weather.

SAND, CEMENT, ALL PLASTERING MATERIAL, FIRE BRICK AND TILE AND FIRE CLAY, VITRIFIED TERRA COTTA DRAIN PIPE,

With all the fittings, are kept in stock, and special effort is made to supply the needs of Plumbers and Contractors in this line.

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OIL CLOTHS & MATTINGS

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MARKET SQUARE
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TRANSACTS A GENERAL REAL ESTATE BUSINESS.
REAL ESTATE Bought, Sold, and Exchanged.
SPECIAL ATTENTION given to the Collection of Rents, and Management of Houses.
INVESTMENT of Moneys in Safe Real Estate Securities.

1858 SAMUEL J. COCHRAN. FRANK G. SWEENEY. 1889

Cochran & Sweeney,

Real Estate, Insurance and Mortgage Brokers,

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CHESTER, PENNA.

Represent the following Insurance Companies:

Ætna Insurance Co.,	*Hartford*
Insurance Co. North America,	*Philadelphia*
Phœnix Insurance Co.,	*Hartford*
American Insurance Co.,	*Philadelphia*
German American Insurance Co.,	*New York*
Queen Insurance Co.,	*London*
North British and Mercantile Ins. Co.,	*London*
Niagara Insurance Co.,	*New York*
Providence Washington Ins. Co.,	*Providence*
Union Ins. Co.,	*Philadelphia*
United Firemen's Ins. Co.,	*Philadelphia*

ALSO

The City Trust, Safe Deposit and Security Co.,	*Philadelphia*
Mutual Life Insurance Co.,	*New York*

We have now on hand for sale several of the finest lots on Delaware River, from 300 feet by 800 feet down to 50 feet by 500 feet—river shore gravel—PRICES LOW AND TERMS EASY. Now is the time to buy, as these properties will not remain long unsold. You will also find on our books several fine and

Desirable Manufacturing Properties,

both in Chester, and its immediate vicinity. Some fine Dairy Farms, Grazing Farms, Stores, Dwellings, and Building Lots, in all portions of the City and Boroughs. We can purchase Building Lots for you at such prices as must in the near future grow in value, and make handsome profits. It will be greatly to your advantage to call on us before going elsewhere.

Will be pleased to show Properties at any time.

Chester Times.

offers the best medium in Delaware County for advertising. Its wide circle of readers comprise every class of persons in Chester City, and many of the county towns. Its circulation is beyond question, for it tells you what it is, and proves it by telling where the papers go. It has been steadily on the increase, as the following statement shows:

1888	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	TOT'L
Jan'y,	....	3626	3518	3568	3887	3541	3634	....	3591	3537	3537	3540	3576	3724	...	3540	3590	3589	3636	3608	3756	....	3606	3623	3604	3600	3660	3744	....	3654	3576	94064
Feb'y,	3696	3594	3600	3678	....	3602	4591	3601	3856	3826	4026	....	4106	4162	4305	4206	3990	4000	....	3968	3968	4704	3900	3098	4202	....	3906	3998	3986	....	....	98572
March,	4020	4190	4394	....	4278	4182	4146	4214	4197	4264	....	4049	3591	4069	4257	4179	4374	....	4226	4094	4090	4207	4187	4320	....	4033	4099	4177	4111	4080	4152	112180
April,	....	4021	4078	4505	4436	4533	4422	....	401[illegible]	3935	4041	4032	4050	4220	....	4017	4262	4219	4198	4016	4136	....	3971	4113	4041	4083	3911	4078	....	3952	....	103288
May,	3936	4010	3891	3935	3905	....	4011	4008	3988	3910	3886	4068	....	3928	3958	3972	3948	4037	4140	....	3958	3912	3916	3866	3900	4238	....	3884	3878	3760	3960	100814
June,	3882	5991	....	3968	3968	3944	3908	3940	3996	...	400[illegible]	3866	3820	3968	3758	3868	....	3800	3812	3800	3762	3798	3828	....	3890	3806	3676	3730	3796	3860	....	102453
July,	....	3794	3766	....	3820	3790	3850	....	3829	3848	3820	3800	3740	3760	....	3750	3826	3773	3724	3772	3778	....	3755	3760	3722	3766	3810	3754	....	3786	3700	94493
Aug.,	3714	3620	3604	3556	....	3640	3630	3619	3598	3640	3720	....	3616	3560	3600	3604	3582	3583	....	3608	3616	3642	3660	3632	3720	....	3667	3634	3860	3690	3705	98350
Sept.,	3760	....	3640	3740	3618	3590	3624	3668	....	3600	3666	3674	3670	3642	3741	....	3716	3786	3754	3778	3766	3814	....	3718	3736	3714	3708	3717	3764	....	....	92616
Oct.,	3720	3672	3692	3610	3650	3698	....	3582	3584	3552	3650	3554	3668	....	3606	3618	3620	3650	3584	3634	....	3636	3556	3650	3596	3608	3670	....	3612	3596	3634	97902
Nov.,	3726	3662	3724	....	3610	3665	1436	3884	3724	3728	....	3554	3562	3608	3580	3588	3799	....	3546	3590	3596	3560	3534	3718	....	3540	3568	3560	....	3540	....	91603
Dec.,	3664	....	3572	3710	3660	3728	3710	3870	....	3710	3686	3596	3512	3552	3710	....	3560	3650	3740	3704	3780	3860	....	3744	....	3686	3653	3603	3720	....	3685	92065

Total for year 1888, 1,184,800 ÷ 310 = 3,822, average daily circulation, 1888. Total,. 1,184,800

Daily circulation, 1885, 2700. For 1886, 3292. For 1887, 3569. For 1888, 3822.

The foregoing table is positively true. That it may be verified, we attach the following statement, showing where the papers go, who handles them, and how many to each place. Any of the parties named, or any one else acquainted with the facts, are authorized to say whether the figures are true or not:

WHERE THE PAPERS GO.

Union News, Lamokin Station,	10	Upland, Greaves,	166	East Media, Suter,	30
" " Philad'a "	20	Linwood, Mahla.	30	Media, Ottey,	75
" " Chester "	65	Linwood, Vernon,	65	Wallingford, Worrell,	35
Eddystone, Rhoads,	42	Trainer, Lynch,	60	Ridley Park, Carr,	41
South Chester, Hully,	445	Rockdale, Lenni, Griffith,	63	Chester, Hunter Bros.,	383

Chester, Volkhardt Bros.,	637
Sold to Boys,	950
Mail List,	290
Miscellaneous, Chester,	275
Total,	3682

CHESTER TIMES PUBLISHING CO, Limited.

JOHN A. WALLACE, Secretary and Treasurer. AUGUST DONATH, President.

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AND

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SIXTH AND WELSH STREETS.

1858 1889

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Real Estate and Mortgage Broker.

BUSINESS ESTABLISHED 31 YEARS.

REAL ESTATE

BOUGHT AND SOLD ON COMMISSION.

Money on hand at all times for first mortgage. Large and small amounts at current rates.

Interest collected and remitted without charge.

Insurance placed to any amount in the most reliable companies.

Rents collected and taxes paid. I give a general and careful supervision to all properties placed in my hands.

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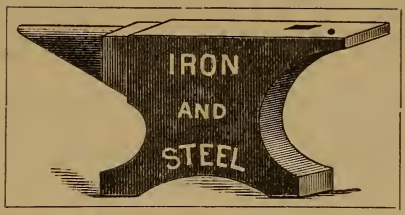

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Fire Brick and Fire Clay, Portland and Rosendale Cement, all Sizes Bar Iron and Steel, BUILDERS' HARDWARE, Paints, Oils, and Varnishes.

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CHESTER, Delaware County, Pa.,

TRANSACTS A GENERAL REAL ESTATE BUSINESS.

FARMS, HOUSES, BUILDING LOTS FOR SALE.
RENTS COLLECTED AND PROMPTLY REMITTED.
REAL ESTATE OF ALL KINDS TAKEN CARE OF AND MANAGED.

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J. HOWARD ROOP, Vice President.
CHARLES PALMER, Treasurer.
EDMUND JONES, Sec'y and Solicitor.

DIRECTORS:

Jonathan Pennell, J. Howard Roop, Lewis Palmer,
Daniel G. Hendricks, Jared Darlington.

Persons desiring to register their properties for sale or to rent, or desiring any information with regard to the business of the Company, will please call upon the Secretary or Treasurer at the office of the Company, Fifth and Market streets, Chester, Pa., or to the President or any Director.

H. B. BIRTWELL,

NO. 130 EAST SIXTH STREET,

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DEALER IN

NEW AND SECOND-HAND

Cotton,
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and Hosiery

MACHINERY,

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Belting, Pipes,

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WE have on hand a large Stock of the above line of goods, and we are constantly receiving fresh supplies.

PHILADELPHIA STORE,
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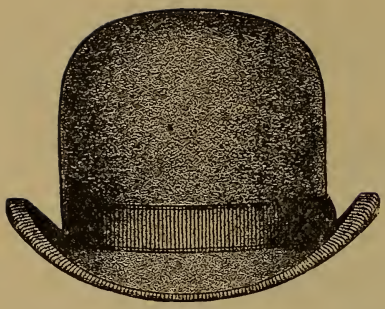
CHESTER, PA.

GENERAL INSURANCE AND REAL ESTATE AGENT.

Loans Money on Mortgages.

Collects Bills and Rents.

Has Facilities for Placing Large Lines of Insurance in First-class Companies.



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LATEST STYLES,
LOWEST PRICES,
LARGEST STOCK

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A FULL LINE OF

Gents' Furnishing Goods.

SHIRTS MADE TO ORDER.

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Groceries and Provisions.

Always on Hand a Complete and Choice Selected Stock of

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Goods Delivered Anywhere in the City.

Sixth and Kerlin Streets, Chester, Pa.

CHOICE
BUILDING LOTS
FOR SALE.

Persons wishing to build themselves a HOME, before purchasing a lot should look at the property of

The Chester
LAND AND IMPROVEMENT COMPANY,
19th St. and Providence Ave.,

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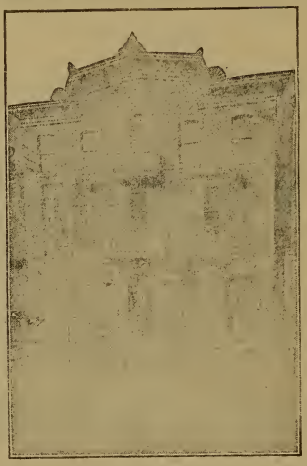

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